



# Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

**YOUR MOST VALUABLE ASSET**  
Is your eyesight  
See that it is kept on the  
CREDIT SIDE IN YOUR  
LEDGER OF HEALTH  
Accurate glasses will keep your  
eyes fit for the daily strain  
of Business  
N. LAZARUS  
OPHTHALMIC OPTICIAN  
at Queen's Road Central, HONGKONG

No. 19,264 號四十六百二千九萬一第 日七初月元年申庚 HONGKONG, THURSDAY, FEBRUARY 26TH 1920. 四拜禮 號六廿月二年九國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 77 1/2 lbs. net.  
In Bags 85 1/2 lbs. net.  
SHEWAN TOMES & CO.  
General Managers.

## CONTREXEVILLE

A Natural Mineral Water

Bottled at the "Pavillon" Spring

Contrexeville (Vosges).

CALDBECK,

MACGREGOR & CO.

15, QUEEN'S ROAD CENTRAL

Telephone No. 75

## CARTRIDGES! CARTRIDGES!

NEWLY ARRIVED.

**SPORTING CARTRIDGES.**  
12, 16 and 20 bore. Loaded  
with E. C. Powder, a powder  
which gives universal satisfaction.

THE HONGKONG PORTING ARMS  
AND AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.

13, QUEEN'S ROAD CENTRAL,  
HONGKONG.

## FURNITURE AND PHOTO GOOD

GLASS ENGRAVING, SIGN-BOARD AND  
MIRROR MAKING  
CANTON MARBLE IN VARIOUS SHADES  
Photographic Goods of Every Description  
in Stock  
DEVELOPING PRINTING AND ENLARGING  
UNDER TAKEN.  
TELEPHONE 1215.

## PEAK TRAMWAY COMPANY LIMITED.

### TIME-TABLE

Week Days	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 9.30 " "	" " 10 "
9.30 " " 11.00 " "	" " 15 "
11.00 " " 12.30 p.m.	" " 15 "
12.30 p.m. to 2.00 p.m.	" " 10 "
2.00 " " 3.00 " "	" " 15 "
3.00 " " 4.00 " "	" " 15 "
4.00 " " 5.00 " "	" " 10 "

### NIGHTS CARS

8.50 p.m. to 9.00 p.m.	9.30 p.m.
9.30 p.m. to 11.30 p.m.	Every 30 minutes
11.30 p.m.	

### SUNDAYS

Week Days	
7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " " 11.30 a.m.	" " 10 "
11.30 " " 12.30 noon	" " 15 "
12.30 noon to 2.30 p.m.	" " 15 "
2.30 " " 3.30 " "	" " 15 "
3.30 " " 4.30 " "	" " 15 "
4.30 " " 5.30 " "	" " 15 "
5.30 " " 6.30 " "	" " 10 "

### As on Week Days

**SPECIAL CARS** by arrangement at  
the Company's Office, Alexandra Build-  
ings, Des Voeux Road Central.  
Season and punch tickets available for  
all cars, not already full, running at the  
times stated in the Company's time-tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No season ticket will be issued until  
payment thereof has been made in Bank  
Notes or by Cheque or Compro Order  
representing Bank Notes.  
JOHN D. HUMPHREYS & SON  
General Managers

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE

On and after TUESDAY, SEPTEMBER 1st, 1919, until further Notice.  
(All previous Time Tables cancelled.)

DOWN TRAINS												
Stations		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
		Local	Through	Express	Local	Through	Express	Local	Through	Express	Local	Through
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (at the Sea)	dep.		7.30		8.35		8.50		9.55		10.55	
SEAK LUNG	arr.		8.40		10.07		10.45		11.50		12.55	
	dep.		8.48		11.17							
Shum Chue	arr.		10.20		12.00		12.45		1.50		2.55	
	dep.		10.28		12.30		1.05		2.05		3.10	
Shingshui	arr.		7.57		8.70		9.40		10.45		1.50	
Shingshui	dep.		7.57		8.58		9.48		11.53		1.50	
Shingshui	arr.		7.57		8.58		9.48		11.53		1.50	
Shingshui	dep.		7.57		8.58		9.48		11.53		1.50	
Taipei	arr.		7.53		8.27		10.10		10.30		1.47	
Taipei	dep.		8.04		8.38		10.15		10.35		1.57	
Taipei	arr.		8.17		8.50		10.20		10.40		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25		10.45		1.57	
Taipei	dep.		8.30		9.00		10.25		10.45		1.57	
Taipei	arr.		8.30		9.00		10.25					







## NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

## THE Steamship

"BENRINNES"  
FROM ANTWERP, MIDDLESBRO',  
LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra "warehouses" of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd February, 1920. 461

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"  
Arrived Hongkong, February 22nd, 1920.  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 A.M., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, February 23rd, 1920. 468

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"KUMSANG"

Having arrived from the above port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra "warehouses" of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by Feb. 25th, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, February 23rd, 1920. 1469

## STRUTHERS &amp; DIXON, (INC.)

## NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.

## THE Steamship

"COLORADO SPRINGS"

having arrived from Seattle via ports, on February 24th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on March 2nd, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after March 2nd, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st Floor, Fowell's Building, 12, Des Voeux Road, Central, Hongkong, February 24th, 1920. 1474

## THE NEW FRENCH REMEDY

## THERAPION NO. 1

## THERAPION NO. 2

## THERAPION NO. 3

## THERAPION NO. 4

## THERAPION NO. 5

## THERAPION NO. 6

## THERAPION NO. 7

## THERAPION NO. 8

## THERAPION NO. 9

## THERAPION NO. 10

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

S.S. "CADDOPPEAK" VOY. 1-HOME  
FROM CALCUTTA via MADRAS,  
PENANG AND SINGAPORE.

THE above-mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on February 27th, at 10 A.M., and February 28th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after FEBRUARY 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. SHIPPING BOARD,  
Hongkong, February 22nd, 1920. 465

## NOTICE TO CONSIGNEES.

S.S. "LAKE GILPEN" VOY. 1-HOME  
FROM CALCUTTA via MADRAS,  
RANGOON, SINGAPORE and  
SAIGON.

THE above-mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on February 27th, at 10 A.M., and February 28th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after FEBRUARY 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. SHIPPING BOARD,  
Hongkong, February 22nd, 1920. 468

## NOTICE TO CONSIGNEES.

S.S. "WEST SELENE" VOY. 1-OUT.  
FROM SAN FRANCISCO via JAPAN  
PORTS AND SHANGHAI.

THE above-mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Feb. 27th, at 10 A.M., and Feb. 28th, at 10 A.M.

All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Feb. 28th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,  
As Operators, U.S. Shipping Board,  
Hotel Mansions,  
Hongkong, February 21st, 1920. 1467

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"KNIGHT COMPANION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Feb. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Mar. 1st, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before Mar. 15th, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, February 22nd, 1920. 1463

## HISTORIC SITTING OF FRENCH CHAMBER

## THE RESTORED PROVINCES.

The Paris correspondent of the *Daily Telegraph* wrote on December 8th: The new French Chamber, elected on November 16th, held its first sitting this afternoon, under the presidency of its oldest member, M. Jules Siegfried. December 8th, 1919, will become a historic date in French Parliamentary annals, inasmuch as it marks the return to the French legislative body of the representatives elected by Alsace and Lorraine. To-day's sitting was therefore the fulfilment of the declaration made on February 17th, 1917, in the assembly at Bordeaux on behalf of the lost provinces, when the right of their inhabitants to remain members of the French nation was solemnly affirmed.

The elections have given to the new Chamber an overwhelming anti-Socialist majority, composed of the members of the various groups that combine to form the National Republican "bloc." The question of the retention of these groups in their present form is being much discussed, for there is a strong feeling that personal and party politics should sink before the great problem of the restoration of France, but no decision has yet been reached. Out of the 636 deputies of which the Chamber is composed, well over half did not sit in the last Parliament. These new members include nine officers, among them Generals Castelnau and Maudhui, a dozen professors, three Protestant pastors, and three priests from Alsace and Lorraine, and thirty deputies who are at the head of industrial concerns.

The task before the new Chamber is an immense one, and the most pressing part of it is the question of the financial reconstruction of France. According to the present plan, it seems unlikely that the laser issues will be approached until well after the New Year. The first few sittings will be occupied with the internal organization of the Chamber, after which there will probably be a pause of a week or so. On the resumption of the sittings, probably about the 15th of his month, the Chamber will have to deal with the votes on account with which to carry on until next year's Budget is passed. Also the Government may possibly have to reply to interpellations on various subjects, including general policy. For the time being, at any rate, M. Clemenceau remains at the head of affairs, and it is thought that he will probably continue to steer the new Chamber and guide the policy of France until after the election of the new President of the Republic in February.

A GREAT SCENE.  
To-day's scene in the Chamber was one of the most remarkable ever witnessed within its walls. The first sitting of a new Chamber after the ending of war and the making of peace would of itself have been an interesting event; but what made it a historic sitting, giving rise to a manifestation of patriotism grandiose in expression, tremendous in volume, the Right and Left applauding in unison, was the great welcome extended to the twenty-four representatives from the restored provinces of Alsace and Lorraine. I have witnessed many great scenes in the hemicycle, but surely there has been none to equal the demonstration of the welcome which greeted the solemn entrance of these deputies. Was it to be wondered at that as the twenty-four deputies took the special seats reserved for them the memory went back to 1871? Here was the reality of the return of the Lost Provinces—the presence of their representatives in the French Chamber.

Never have there been so many applications for tickets for the public galleries. The requests are stated to have numbered no fewer than 40,000. The fortunate ticket-holders arrived early, and the tribunes were packed long before the time fixed for the sitting to begin. As is always the case at the first sitting of a new Chamber, the oldest deputy presides. He is M. Jules Siegfried, an active and picturesque figure of 83. It was a happy coincidence that the position should have fallen to him, for he himself is of Alsatian origin, having been born at Mulhouse. He was assisted in his task by six of the youngest deputies, including Lieutenant Fonck, on whom the mantle of Guynemer fell as an ace of aviators in the war, and Captain Heurteaux, who also distinguished himself during the hostilities. Their ages varied between 25 and 27. The deputies had awaited their seats days before, and trooped into the Chamber from an animated lobby in batches. The House thronged with expectancy, and there was a flutter of excitement in the galleries.

ALSACE AND LORRAINE.  
M. Siegfried was applauded as he took the Presidential chair, and a few minutes afterwards the deputies from Alsace and Lorraine filed into the Chamber. The House rose, and broke into cheering, which lasted for several minutes. When the shouting and clapping had ceased, M. Siegfried began his address. The octogenarian spoke in a clear voice, which was heard in every part of the Chamber. He recalled that he had seen the Revolution of 1848, the collapse of the Empire, and the definite establishment of the Republic, and after his fervent welcome to the deputies from Alsace and Lorraine, he paid a warm tribute to the work of M. Clemenceau. At the mention of the Premier's name the Right and Centre rose, shouting "Vive Clemenceau!" The Socialists attempted a counter-cry of "Vive la France!" but their shouts were drowned by the manifestation on the Right and Centre. He struck the right note all through, and evoked cheers when he emphasized that all were united in an intense sentiment of love for country, and called upon the new Chamber to apply itself to the social programme that would come before it, expressing the hope that the women of France, who had shown so fine a spirit during the war, would be able to take part in it.

(Continued at foot of next column.)

## GERMAN MENACE

## LORD FISHER ON "AVIATION SPELLS SALVATION"

The following letter from Lord Fisher is published in *The Times*—

"Justly described as the most distinguished of living poets, he writes me that Thor's Hammer is urgently required to beat into the British mind that aviation spells salvation. Even Macaulay's schoolboy knows that it's not war aviation that's at stake! Civil aircraft are capable of the war job. They are depicted leaving their peaceful avocations (I take this from a war lecture) and arriving in their thousands of thousands (darkening the heavens in their flight), and without a declaration of war appearing unexpectedly over London and pouring down cascades of lethal gas (the humane describer adds there is a good deal to be said for a gas which kills without torturing)."

"Terror is no argument, least of all in our nation. When our blood is up we are equal to any fate. Nevertheless, the Germans are going ahead of us in aviation-structure and aviation engines. Intellect, imagination, push, money—all are pleading—yet the Air Service, under a Sub-Secretary, is relegated to the War-office—had enough if it had been relegated to the Admiralty, for, after all, that good admiral was right (all admirals ain't good) who told Mr. Pitt that the business of the Admiralty was to prevent overseas invasion, and that it wasn't a military business. We must appeal unto Caesar (Caesar has had a good look in at the Spen Valley). Over four hundred millions sterling for probably more conscription if we are going to take on Russia, and a hundred and fifty millions for the Admiralty to buy "bows and arrows" when a fraction of all this wanton waste spent in aviation would keep us in the forefront of the world, both in commerce and in war. All this is what no fellow can understand! Caesar shortly will sack the Lot!"

"I've quoted from a lecture on the next war. Every fool knows that every war begins where the last war left off. Every airman knows that when the last war left off such a bombing had been organized for Berlin (and was kept from starting) that would have made that city dust and ashes. Some people say the German nation at large still believe it wasn't beaten. There is a good deal to be said for this atmosphere that pervades Germany. Yet one does admire Foch, even if he saved but one widow. It is computed that by agreeing to the armistice, he had saved two hundred thousand Allied casualties alone. The Germans would have been mown down (or bombed) in masses."

Tremendous cheers greeted the appearance of Doctor Charles Francois in the tribune. He was the spokesman of the deputies of Alsace and Lorraine, and he acquitted himself very creditably. There was a general outburst of cheering when he declared that Alsace and Lorraine had never ceased to belong in heart to the French family. No protest had been raised in the two provinces against the Treaty of Versailles, which had restored them to French nationality. Then he paid a moving tribute to the Allied armies, listened to by Marshal Foch and General Mangin, who occupied one of the tribunes, and to all who had worked for the deliverance of the people of Alsace and Lorraine.

M. CLEMENCEAU'S EMOTION.  
Alsace-Lorraine, he said, would never forget the sacrifices which the French Republic and her Allies had made for the provinces. Moving, too, were his tributes to M. Poincaré, the great Lorrainer, and M. Clemenceau, the last of the representatives who made the historic protest at Bordeaux in 1871. He was given an ovation when he descended the tribune, and Deputies, including the Premier, warmly congratulated him.

The ovation was renewed when M. Clemenceau rose and entered the tribune, the whole Chamber, with the exception of fifty-five Socialists, breaking into loud cheers. The Premier read his address. Each sentence was punctuated with cheers. Fortune, he said, had decreed that the last survivor of those who had protested at Bordeaux should rise to-day and give the Deputies of Alsace-Lorraine that welcome which officially consecrated for ever "the beauty of the great return." M. Clemenceau spoke with great emotion, and there was a quaver in his voice when he urged his hearers to seek to raise France still higher in the esteem of men and in the love of her children. The presence of representatives of Alsace-Lorraine caused joy after so many miseries, and he invited them to put their hand to the task of remaking France. The Premier's lofty words made a deep impression on the Chamber, which had listened to him not without emotion.

So far the manifestation had been as impressive as it was enthusiastic, but a discordant note now obtruded itself. M. Albert Thomas demanded to speak on behalf of the Socialist group. He made a bad beginning when he complained that the Socialists of Alsace-Lorraine were not represented in the Chamber, and, when he went on to speak of the Socialist Democracy of the world, the Chamber was not in a humour to listen to him, and refused to allow him to speak. M. Thomas waited patiently for order, which was not restored, and it was with dumb show that he ended his harangue. Then followed a quagmire of arms between M. Leon Daudet and M. Alexandre Varenne, another Socialist, who also attempted to speak, but was howled down. It was clearly seen that the new Chamber was not in a mood to tolerate the Socialists.

## MELACHIRINO

(Egyptian Cigarettes)

Famous the world over

FOR QUALITY

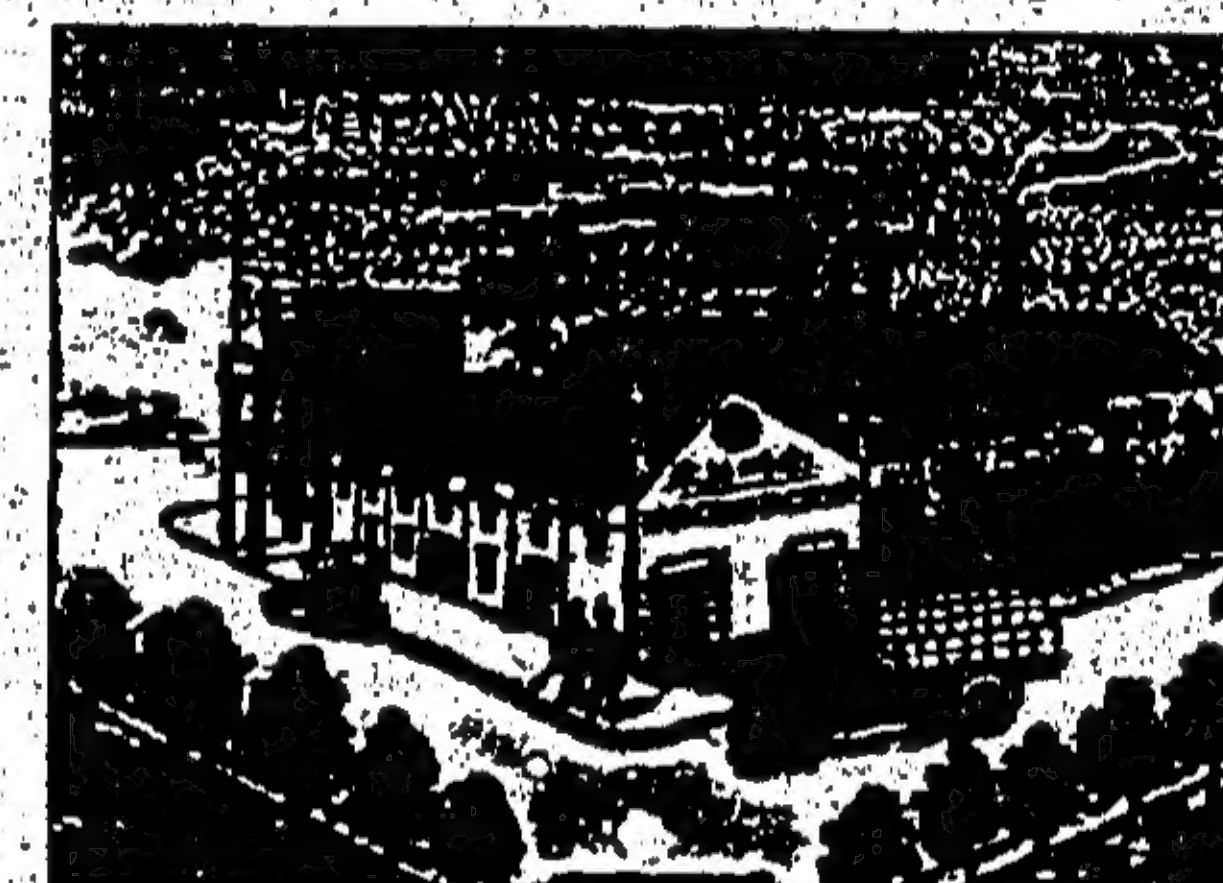
Prices for 100's tins

No. 1	-	-	-	\$4.75
No. 4	-	-	-	\$3.75
No. 5	-	-	-	3.25
No. 8	-	-	-	2.25
No. 9	-	-	-	\$2.25
No. "C"	-	-	-	3.50
Imperiales	-	-	-	3.50



## TABAUERIA FILIPINA, 3

10, DES VŒUX ROAD, C.



## IMPORTANT NOTICE.

Manufacture the most important point is improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when slightly dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

Foreign Correspondence wanted. Capacity per day 20 tons.

## NAM CHAU OIL FACTORY

Office: No. 127, Queen's Road Central, HONGKONG, Tel. 1202.

Factory: No. 34, Kwai Lin Street, SAMSHUPO.

The Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

**THE 1920**

**Price \$1,000.00**

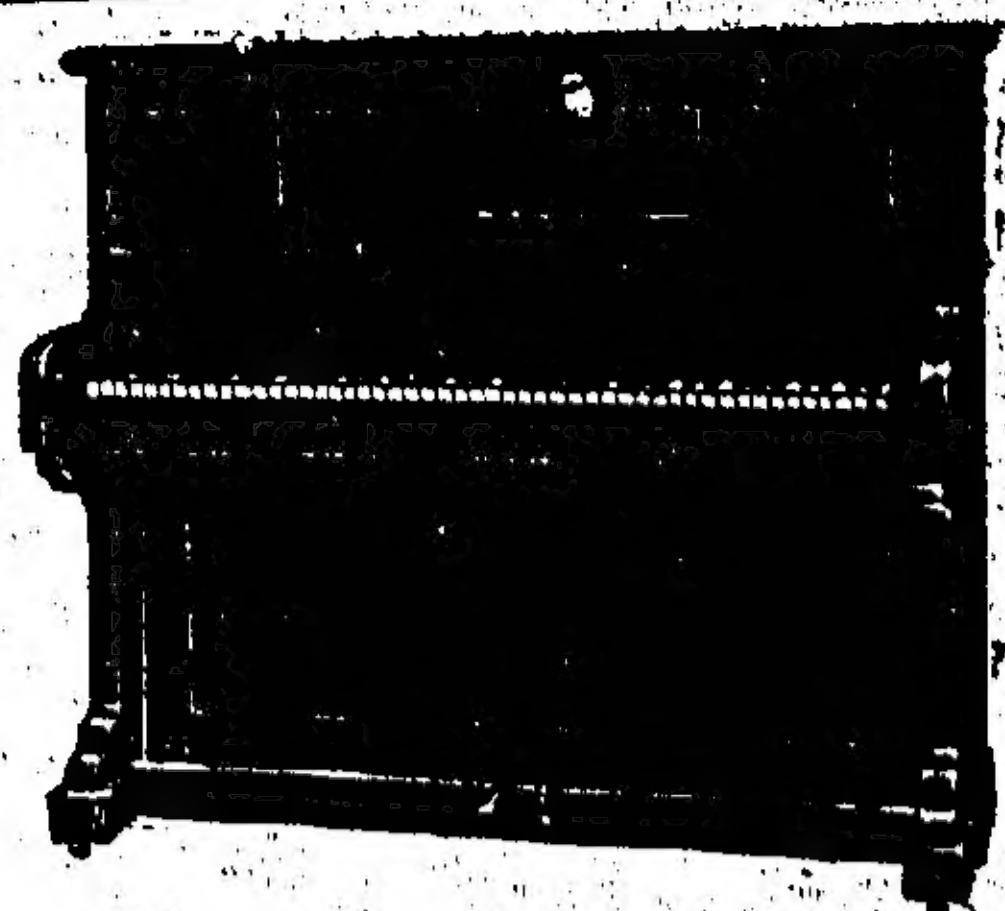
If the price of the Ford had advanced since 1914, in the same ratio as standard Piecegoods, the Ford would cost about \$4,000 to-day! Made in Canada—

SOLE AGENTS:

**ALEX. ROSS & CO.,**

HONGKONG





# MOUTRIE PIANOS

Built in the East for the East.

Guaranteed 7 years.

**S. Moutrie & Co., Ltd.**

(19-1)



**CERRIS  
SHOES**

ENGLISH MADE OF BEST MATERIALS AND GOOD WORKMANSHIP  
White Canvas uppers, Red Rubber Soles \$6.50, \$7.50, \$9.50 per pair.  
White Buckskin uppers, Red Rubber Soles \$13.00, \$14.00 per pair.  
Light Weight White Canvas Shoes or Boots \$4.00, \$4.25, to \$5.50 per pair.

CERRIS SHIRTS, SOCKS, SHENCERS, MUFFLERS

**MACKINTOSH**

& CO., LTD.

Men's Wear Specialists

16, DES VŒUX ROAD.

Telephone 29.

FOR CIGARS SMOKE—

**"EL PALACIO" & "IMPERIO DEL MUNDO"**

known to connoisseurs for their flavour and aroma.

Just Received Fresh Consignments of

**Egyptian Cigarettes**

**THEODORO VAFIADIS & CO.'S**

Extra Fine, Crown Prince, Non Plus Ultra, Kitchen

La France, Albion, Ghazee, Dames Superfine.

**M. MELACHRINO & CO.'S**

No. 4 & No. 8

**THE HONGKONG CIGAR STORE**

CO., LTD.

Hotel Mansions.

80

IF YOU ARE A HAMMOND USER

You need not buy a new typewriter when the type get worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 800 variations of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is just one of the many unique features of the HAMMOND TYPEWRITER let us demonstrate to you its further advantages.

**Messrs. BREWER & CO.,**  
(Sole Agents: Hongkong.)

(108)

HEALTH V. SICKNESS.

BY taking our "ROOSTER BRAND" MACARONI, PASTE, STARS, EGG, NO-DOES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



**THE HING WAH PASTE MFG. CO., LTD.**

HEAD OFFICE: Hongkong, Nos. 47 & 48, Consulate Road Central, Tel. No. 2230.  
BRANCH OFFICE: Shanghai, Nos. 430 and 431, Nanjing Road.  
FACTORIES: Hongkong, Wing Hing Street, Causeway Bay; and Shanghai, No. 71, North Soochow Road.

## RECENT SHIPPING AND MARINE INSURANCE DECISIONS.

(SPECIALLY CONTRIBUTED TO THE "HONGKONG DAILY PRESS.")

CASE 22.

*C.I.F. Contract, Insurance, Custom, Tender of documents after knowledge that ship lost.*

This decision discusses, inter alia, the recent practice amongst insurance men of allowing the taking out of one general policy to cover several separate consignments shipped by a vendor to a number of different buyers.

A sold certain goods to B, c.i.f. London, including war risk insurance. Terms net cash against documents upon presentation.

A duly shipped the goods, together with several other consignments for a number of other buyers. He did not separately insure B's goods, but merged insured the whole lot shipped by him, of which B's goods formed a part.

The ship sailed for London on February 15th. On March 12th, she was sunk. A was aware of this fact before March 15th.

On March 14th, A wrote to B: "I hereby hold you covered by insurance for the amount of £2,000 in accordance with the terms of policy of insurance in my possession." He enclosed certain bills of lading and invoices, but no policy of insurance.

On receipt of this letter and documents B, at once replied that he refused to accept them as delivery against the contract, and later commenced an action against A for breach of contract in not delivering the goods.

The following were the two main points argued.

1. Tender after ship lost.  
B, the purchaser, contended that in a c.i.f. contract documents could not be tendered by the vendor after he knew that the ship had been lost.

To this A answered, that if he had not known that the ship was lost his tender would have been perfectly valid; and the mere accident, that he knew the ship to have been lost before making the tender could not make it invalid.

2. Failure to tender policy of insurance.  
B also contended that he was entitled to a policy, and not to a mere assertion by A that a policy existed and that A would hold B covered.

To this contention A answered (a) that B was estopped from relying on the fact that the documents did not include a policy because no objection on this ground was raised by B when the documents were tendered; (b) that A's letter of March 14th was a sufficient document to satisfy the "I" in a c.i.f. contract; and (c) that the custom of the trade allowed the taking out of one general policy to cover the goods of a number of different buyers.

Held: Point I. A vendor can make an effective tender even though he possesses at the time of tender actual knowledge of the loss of the ship or goods. The purchaser in case of loss will get the documents he bargained for, and if the policy be that required by the contract and if the loss be covered thereby, he will secure the insurance moneys.

The essential feature of a c.i.f. contract as compared with an ordinary contract for the sale of goods rests in the fact that performance of the bargain is to be fulfilled by delivery of documents and not by the actual physical delivery of goods by the vendor. All that the buyer can call for is delivery of the customary documents. This represents the measure of the buyer's right and the extent of the vendor's duty. The buyer cannot refuse the documents and ask for the actual goods, nor can the vendor withhold the documents and tender the goods.

If A had fulfilled his contract by shipping the appropriate goods in the appropriate manner under a proper contract of carriage, and if he had also obtained the proper documents for tender to B, the rights or duties of either A, or B, are not affected by the loss of the ship, or by knowledge of such loss by A prior to actual tender of the documents.

Hence, on this point, B failed and was not entitled to reject the tender of the documents.  
Held: Point II. But B was entitled to reject the tender on the ground that no policy of insurance was amongst the proffered documents. The letter of March 14th, was the more assurance that a policy had been issued, and not the policy of insurance itself.

B was clearly entitled to demand, as a matter of law, a policy which covered, and covered only, the goods mentioned in the bills of lading and invoices. Even if A had tendered the general policy held by him that would not have been a good tender, for that would have been a policy which covered a quantity of goods outside those mentioned in the other documents sent to B.  
As to the argument that a vendor's duty under a c.i.f. contract has been modified by recent practice amongst insurance men, the evidence of any such modifying custom would have to be clear, indeed before the well-known incidents of such a bargain as a c.i.f. contract could be changed. (Note: The attempt to prove a general custom having this effect was abandoned during the course of the trial.)

CASE 23.

*C.I.F. Contract, Failure to tender policy of insurance, Custom.*

In this case, as in Case No. 22, an attempt was made to establish a certain custom amongst insurance men. The decision is one which the Judge declared he was ashamed to have to deliver.

A sold to B certain goods, c.i.f. Havre, payment net cash against shipping documents on arrival of goods.

The goods were shipped and duly arrived at Havre, and A tendered certain documents. A had instructed his broker to effect an insurance, but at the time of tendering the documents the policy had not been issued. There was, however, a cover-note in existence, and A tendered this to B in lieu of a policy of insurance. (Continued at foot of next column.)

## WOODEN SHIPS CONVERTED INTO WAREHOUSES.

A JAPANESE ENTERPRISE.

"Floating warehouses" will appear in the Kobe harbour within a week, to invade the preserves of warehouses on land, says a Japan paper. It is said that the landmen are busy preparing themselves against the maritime intruders.

The "floating warehouse" is a device of some of the owners of wooden ships. It is general knowledge that many of the wooden ships built during the war are, or were, defective. When there was wartime pressure on tonnage, even such ships were much sought after, but since the armistice slump in shipping many wooden ships have had to be tied up as it was impossible for them to obtain cargo. As a remedy, in the middle of last year, some owners of wooden ships proposed to amalgamate their interests into a joint stock company and inaugurate transport services along the coasts of the country, but this scheme fell through owing to the difficulty of reaching an understanding with marine insurance companies. Inspired by the shortage of godown space the owners then conceived the idea of using their ships for the storage of goods at the principal ports of the country. For this purpose they established a Japan Marine Warehouse Company, toward the end of last year, with a capital of ¥10,000,000, and have since been making arrangements to put the project into effect.

The company will begin by stationing eight "floating warehouses" of 1,000 tons each, in Kobe—seven off-Ekuni and another off-Shinkawa. These will be divided by three launchings of 100 tons each. It is said that among the land warehouse men at Kobe opposition is brewing against the operations of the "floating warehouses." The opposition is based on the plea that the existing warehouse equipment at the port is sufficient to cope with the situation. The opponents also ask how a wooden ship of 1,000 tons will fare in the case of a severe storm, which is by no means rare in Kobe and neighbourhood.

## SHANGHAI COUNCIL ELECTIONS.

SUCCESSFUL CANDIDATES.

The elections for the Shanghai Municipal Council resulted as follows, 805 voters going to the poll:

NAME	VOTES
A. Brooke-Smith	770
C. M. Bain	661
D. Goh	586
W. P. Lambie	608
G. T. M. Edkins	457
H. A. Macintyre	447
M. Benjamin	398
Lt.-Col. P. A. Cox, O.B.E.	347
S. Fessenden	337

NOT ELECTED:  
A. E. Algar 310  
Dr. S. A. Ransom 278  
A. J. Hughes 207  
E. T. Byrne 195  
J. F. Macgregor 190  
W. B. O. Middleton 182  
It will thus be seen that the Council consists of 7 British subjects, one Japanese and one American.

## BEGGARS' DAY.

Yesterday was beggars' day in Court. A Chinese was charged with begging. "No," replied the man, "I simply collect cigarette ends and then sell them." "He is able-bodied," said the prosecuting Sergeant. Mr. Smith fined him \$2.  
Another man charged with a similar offence, possessed a truck cooler's licence which the Sergeant described as mere camouflage. The man resented this, stating that it was very difficult to obtain work of any sort in Hongkong, and as a consequence he was forced to beg alms. Mr. Smith fined defendant \$2.

On the ground that the documents did not comprise any policy of insurance, B refused to take up the documents or pay for the goods.  
But, whilst adhering to his refusal to accept a cover note, B stated that he would be willing to accept, instead of a policy, a certificate of insurance given by a satisfactory broker together with an undertaking that the policy should be held on his (B's) behalf. Accordingly, A tendered a certificate of insurance, but without the undertaking which had been asked for. B then finally declined to accept the documents.

A thereupon sued B for the price of the goods or, alternatively, for damages for non-acceptance.

Evidence was called that by a custom of insurance business, a cover note was in such circumstances considered as the same thing as a policy.

Held: Despite the fact that a number of witnesses had been called to show that it was a common practice in the City to accept a broker's cover note or a certificate of insurance instead of a policy, no custom had been satisfactorily established, by which a vendor could be excused from the obligation to tender a policy if his buyer required it.

A had not presented a policy as he was bound to do; and he had not presented a certificate of insurance coupled with an undertaking which B was willing to accept instead of a policy. In other words, he had neither complied with his legal obligation or with the substituted obligation which B offered. A therefore failed in his claim.

G.W.

## AERIAL MAIL SERVICES.

NOTHING DEFINITE YET SETTLED.

A reporter of the Daily Press had a brief conversation yesterday with Mr. S. B. C. Ross, the Postmaster-General, on the subject of aerial mails between Hongkong and Shanghai.

Mr. Ross said that nothing definite had yet been settled. The Handley Page Co., whose representative, Colonel Smallwood, was recently in Hongkong and is now in Shanghai, has intimated that they were willing and able to carry mails at a rate which would work out at about 10 cents per letter. The local Government has agreed to sell special six-cent stamps to be used for the aerial mail—in addition to the four-cent stamps used now—and to give the proceeds from the sale of the aerial stamps to the Company. What remains now is to ascertain the views of the Chinese Government. He did not believe there would be any great opposition, but they did not know whether the Chinese Post Office, whose permission it was necessary to obtain before embarking on the scheme, would take kindly to the idea.

The difficulty is, Mr. Ross explained, that no one here—not even Colonel Smallwood—knows anything about the rules of the air, whether it is necessary to obtain permission before flying over a friendly country, what are the regulations for landing, etc. The International Air Convention was signed some time ago, but its terms had not reached Hongkong. That was why Mr. Johnson was not allowed to fly here, not because there was any question of his looking at the defences. The Government did not wish to establish a precedent, because it might be that the Air Convention would not allow indiscriminate flying. It was not even known whether China had signed the Air Convention. If she had, of course, many expedient difficulties would not arise.

The Handley Company is anxious to get on with the scheme, but can do nothing definite for some time yet. The Chinese Government had bought six machines. Asked whether one of these machines was likely to make the first run from Shanghai to Hongkong, Mr. Ross said that it was intended to use hydroplanes for the service, because they were so much more convenient, as they could land in any clear patch of water. It was likely that the Company would arrange for halts at Foochow and Amoy on the way to Shanghai, because it would not pay to carry only the Shanghai mails, and they would increase the mails by quite a hundred per cent. if they took the Foochow and Amoy letters also.

Mr. Ross said that passengers would be entirely the business of the Company. He had not heard of any slips being constructed to receive the hydroplanes. It was a bit too early for that yet.

As to the service from Hongkong to Macao, Mr. Ross said that, from a mail's point of view, it would be hopeless, for there were scarcely 15 letters a day to add from Macao. It might be that they would dispatch the bags of mails to and from Lisbon per seaplane on the Hongkong-Macao service. Mr. Ross fancied that the Company depended rather on the passengers they hoped to carry. It would be some time yet before a regular service could be started, for Hongkong must have its own aerial laws, based on the terms of the International Air Convention.

## HOMEWARD PASSAGES.

THE SITUATION IN THE STRAITS SETTLEMENTS.

The re-institution of Passage Control by Government is advocated by a writer in a Straits contemporary. The writer says:

Among those waiting to go Home there are women and children whose names have been on the lists of Steamship Companies for nearly two years. Some of these women and children have been ordered Home by doctors several times. Some have been six or seven years without a trip to Europe. There are children awaiting education in England.

Some men (most of them refused for military service on medical grounds) have been out here six or more years and have willingly done two or three men's work for the whole period of the war. They also cannot get passages Home.

For months the Shipping Companies have told us that they have no accommodation available and can give no promise for the immediate future. At the same time we hear of cases where people who have only been out a few months or a year or two securing passages Home. It is absolutely essential that some of the women and children in a bad state of health should get passages before the moon-son. This will be impossible unless Government will help by stepping in at once and again control all passages.

There are reports that Government has reserved accommodation for Government Servants. I think many will agree that a Merchant, a Planter or a Miner, who has to secure his own passage as best he can, has as much right to Home leave as the Civil Servant.

## INTIMATIONS

TO LET FURNISHED.

5 ROOMED HOUSE at Barker Road, Magazine Gap, with Large Garden and Cement Tennis Court, for 6 months from April 1st, 1920.

For particulars apply to—  
Box 134,  
Care of "Daily Press" Office  
418

TO LET.

A GODOWN at Yau-mai.  
Apply to—  
THE HONGKONG LAND RECLAMATION CO., LTD.  
7307

TO LET.

NO. 67, SHAMEEN, British Concession (Canton). Suitable for Offices and/or Residence: 8 Rooms with detached Servants Quarters. Centrally situated. Immediate possession.  
Reply to—  
Box 1078,  
Care of "Daily Press" Office  
471

TO LET.

A SHOP in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Alexandra Buildings  
66

FOR SALE.

BILLIARD TABLE 9 feet x 4 feet 6, with accessories. Good condition. Can be seen any time.  
Apply Ward Room Secretary—  
H.M.S. "AMBROS"  
478

FOR SALE.

MODERATE PRICE.  
OWNER leaving Colony. Substantially built seven-roomed House, Peak, Large Veranda, Central Heating, (Oil Fuel) making House dry and comfortable all times of the year. Lawn, Gardens, Ricksha-house (Tram 2 minutes), Box-room, Good Basement, Cool in Summer, Warm and sunny in Winter. Suitable for 2 houses, or easily convertible into 3 houses during present shortage.  
Apply—  
Box 433,  
Care of "Daily Press" Office  
Hongkong, February 16th.  
[433]

**A. G. DA ROCHA.**  
IS THE AUCTIONEER

**A. G. DA ROCHA,**  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2933

FAVOURED with Instructions from The Concerned.  
will sell by Public Auction, TO-DAY (THURSDAY), February 26th, 1920, at 2.15 P.M.  
at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Table, Bookcase, Armchair, Curio, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Hairdresses and a long line of Sundries.  
Terms—Cash on delivery

**LA FAVORITE.**

By the "EMPEROR OF RUSSIA"

we have received a consignment of both trimmed and untrimmed Straw Hats of the very latest Style, these are now being displayed at—

**LA FAVORITE**

9, Beaconsfield Arcade.

426

**WISEMAN, LTD.**

**TEA DANCE**

TO-DAY

Thursday, February 26th.

Tickets 50 cents.

D. M. GOODALL,

Manager.

75



## SPORT

HOCKEY IN KOWLOON.  
NAVY AGAIN DEFEAT THE CLUB.

AFTER A SPIRITED EXHIBITION.

The Hongkong Hockey Club played their strongest available team yesterday, on the U.S.R.C. Ground, Kowloon, in an attempt to defeat the Navy, who scored a good win over them about three weeks ago. The Club did not succeed, but it was certainly not for want of trying. It was a pity Edmonds was not available for the forward line. Halse was another absentee; he has been temporarily transferred to Manila. The Navy team was even stronger than that which had defeated the Club some time ago, their superiority being most marked in the forward line. Unlike the Club forwards, who hesitated and tried too much dribbling in the circle, the Navy quintette knew exactly when and how to get rid of the ball. Jones, the Club goal-keeper, saved numerous shots and could not be blamed for those that went past him. Bonham Carter was, of course, the pivot of the attack. His speed was a factor in his favour. The left wing, Cook and Drew, always played well, although the latter was occasionally slow. Currie played a great game at centre half, backing up the efforts of the forwards. Hinds is a very clever little player who did some very clever work during the game. Jones was very hardworking. Both Branson and Stewart were forced to be on the *qui vive* for a good part of the game. They were always confident and certain of their drives. Lane, in goal, saved at least three certain goals.

The Club forwards did not shine, because the Navy halves were ever at their feet. Evans did many a good run but his centres were wasted, for it was always a Navy player who got to the ball first. The Club halves were worked almost of their legs. Mitchell was the most conspicuous of the trio. Hickling and Railton were outplayed by a more tricky, faster and more bustling set of forwards than they have met this season.

The Navy began attacking, and within two minutes of the start Currie missed a beautiful chance of scoring a goal off a pass from Bonham Carter. Two minutes later, however, the Navy drew first blood. Drew, at outside left, put in some tricky work and passed to Bonham Carter, who walked into goal with the ball, thanks to Jones taking a flying kick and missing it. Good play by Hickling helped the ball to the Navy side where Brand was responsible for some pretty dribbling. He got the better of Branson and passed to Sim, who put in a feeble shot just wide of the post.

The Club kept on the aggressive, and Lane, in goal, was called upon to clear, which he did with a hefty drive. When the ball was thrown in, Brand drove it right across the field, and a melee occurred and Evans sent in a hot shot. The goal-keeper was not aware that the ball was coming his way, and it was a stroke of luck for the Navy that the ball took the goal-keeper's pads square and rebounded into play, from where it was cleared with a mighty shot by Branson. For a few minutes after this, the Navy had the best of the play. Drew, on the extreme left, was somewhat slow, but on one occasion when he put in an accurate centre, Bonham Carter was not in his place to receive it. The play during this time was marked by very strenuous efforts on the part of the Navy forwards, who were being extremely well served by their halves, and it was highly creditable that Railton and Hickling kept their goal in a tact. The Club halves were putting in a lot of unobtrusive work and presently A Mitchell gave the ball to Mackenzie and bout of passing between Branson and Bragg saw the latter dodging Branson and shooting. The shot, however, had not sufficient force behind it, and Lane was easily able to save. Up till half-time, the game was made up of incursions by the forwards on both sides. The Navy pair, however, were able to keep the others away, but the Navy scored their second goal. Bonham Carter, receiving the ball from Miller, dodged both Hickling and Railton and pushed the ball into the net, knocking over the goal-keeper in his attempt. Not two minutes later, Branson Carter was within an ace of scoring. Jones ran out and kicked the ball away. For a while, the Club forwards pressed with vigour, and the Navy defence had an uncomfortable time. Bragg and Evans worked unceasingly and Bragg had two shots at goal, which Lane saved. Shortly before half-time, the Navy scored two goals. The first came from Bonham Carter, who ran right through the field and dodged both Hickling and Railton. The second was scored just as much by Drew as by Cook. Drew put in some very pretty dribbling and shot, and Cook, following up, got his stick into impact with that of the goal-keeper and the ball went into goal. Jones, the Club custodian, saved two excellent shots from Drew and Bonham Carter before the whistle went for the interval, with the Navy leading by four goals to

one. The opening stages of the second half saw the Club attacking en masse, but they seldom or never got past the backs, who were using their feet to good advantage. Branson and Hinds played really well during this time. When the Navy transferred the play to the other side, Drew did one or two fine runs down the field, and Railton, in defence, put in some excellent work in intercepting the passing of the opposing forwards. Mackenzie of the Club missed an easy chance of scoring a little later. Lane had stopped a long drive from outside the circle, and, instead of sending the ball out to the wings, he drove straight at Mackenzie who was standing inside the circle. Mackenzie, who was absolutely unmarked, stopped the ball, and could have done just as he liked with it. Instead of taking his time, he excitedly drove it back to the goal-keeper's legs and Lane was able to clear. For some few minutes after this, the Club forwards spared themselves nothing in their efforts to score at least one goal. Evans, Bragg, and Sim did heaps of pretty individual play, but, whenever any combination was attempted, something always went wrong. Either the man to whom the ball was passed was not in his place, or the ball was intercepted and cleared by one of the Navy defenders. Stewart and Branson played extremely well during this time, as, indeed, throughout the game. The Club forwards had more than one opportunity of shooting, but they were dribbling too much inside the circle. The Navy made spasmodic incursions to the other side, and in one of these, they scored their fifth goal. Bonham Carter and Cook ran the ball up between them, but Miller put the finishing touch, getting the ball past the goal-keeper. For the rest of the game, the Club, not in the least disheartened, made a determined effort to score. The Navy were just as determined to add to their points, so the game became more fast and interesting than before. There was no more scoring, however, and the Navy left the field winners by 5 goals to nil.

The teams were as follows:-

HONGKONG H.C.—Jones; Railton and Hickling; Mackenzie, Martin and Mitchell; Brand, Sim, Mackenzie, Bragg and Evans.

NAVY—Lt. Lane; Sub-Lt. Branson and Lt. Stewart; Lt. Jones, Lt. Currie and Mid. Hinds; Lt.-Com. Drew, Mid. Cook, Lt. Bonham Carter, Pay-Lt. Miller, and Lt.-Com. Jones.

## CRICKET.

WILTSHIRES DEFEAT LIEUT. ROBINSON'S XI.

An interesting cricket match, played on the Hongkong Club ground, yesterday, between the Wiltshires and a team captained by Lieut. Robinson, resulted in a close win for the former by six runs. The scoring, on both sides, was rather low, the soft ground assisting the bowlers to keep down the runs. The scores were as follows:-

LIEUT. ROBINSON'S XI.				
Chief Gnr. Bevan, run out	23			
Major Edwards, c Holborn, b Purton	4			
Mid. Watkins, c Hannan, b Harris	4			
Col. Taylor, c Timmis, b Purton	4			
Lieut. Robinson, c Timmis, b Harris	13			
Lieut. Hammond, c and b Purton	13			
Lieut. Clauson, not out	2			
Lieut. McConnell, b Reeves	6			
Lieut. Larkcom, b Reeves	0			
Corpl. Hynes, b Reeves	2			
C.T.S. Barron, run out	27			
Extras	3			
Total	109			

Bowling Analysis.				
Purton	12.2	1	40	3
Harris	6	0	30	2
Reeves	6	1	36	3

Wiltshires.				
Pte. Harris, run out	1			
Lieut. Bevan, st.	3			
Major Timmis, b Edwards	10			
Easton, c Barron, b Edwards	25			
Capt. Hooper, b Hammond	18			
Capt. Beaver, not out	38			
Holdman, c and b Edwards	3			
Hannan, b Hammond	1			
Dennis, run out	0			
Reeves, b Hammond	0			
Extras	6			
Total	115			

Bowling Analysis.				
Edwards	22	2	63	4
Hammond	17.4	2	28	4
Bevan	5	2	8	0
Barron	4	0	9	0
Hobinson	4	1	6	0

CIVIL SERVICE v. R.G.A.

The following will represent the C.S.C.C. in a League match against the R.G.A. on the C.S.C.C. ground on Saturday next—R. O. Hutcheson (capt.), A. E. Wood, G. R. Sayce, B. E. O. Bird, F. Syme Thompson, B. W. Bradbury, R. C. Witell, H. E. Strang, W. Grimmett, E. W. Hamilton, and W. H. Edmonds.

(Continued at foot of next column.)

## A SONG OF THE HOMELESS.

"Oh, it was pitiful  
In a whole cityful  
Home had he none."

On the Peak are the homes of the wealthy.  
There are houses galore in Kowloon;  
They say Broadwood Road is quite healthy,  
Cheung Chan will have bungalows soon.  
There are spacious Hotels in the city,  
In May Road grand flats you can see—  
So it does seem a terrible pity  
There's nothing for me!

As I had the wealth of a Croesus  
I should rent a small house in Hongkong;  
But the figure, at which they will lease us  
Poor folk an abode, is 'too strong'.  
And your temper it certainly rouses  
To the point of emitting a curse,  
When they put some new bricks in old houses  
And the rent is made worse.

"Home, sweet home" that your poet-man sings of  
Is a prize that we all of us chase,  
But for me, it is Oh! for the wings of  
A dove to get out of the place.  
Then, 'en, if escape were denied me,  
I could give up my house-to-house search,  
And, caring not what might befall me,  
I should roost on a perch!

E. W. H.

SELLING UNWHOLESOME  
FOOD.

ACTION BY THE LOCAL POLICE.

A check to the sale of unwholesome food by hawkers was applied on Tuesday evening by a Police Sergeant when he arrested two men, whom he described as "doing a roaring trade in food unfit for pigs." These two men were brought before Mr. N. L. Smith, at the Magistracy, yesterday, and charged with the offence.

The Sergeant said that while walking along Graham Street he saw the two men selling ducks and sausages to a number of coolies at a very cheap price. He examined the food and found it to be unwholesome and unfit even for pigs. He questioned the men as to how they came into possession of the food and they replied that they had purchased it. He, however, had evidence to prove that the men unearthed the food from the debris of a fire which destroyed a food shop a week ago. He was rather doubtful at the time of his powers of arrest, but, discovering that he had authority to effect it, he took the two men into custody.

Defendants produced an auctioneer's receipt to the effect that they had purchased something, which was not definitely stated, for \$77. They said the receipt related to the sale of the food. This, however, the Magistrate refused to believe. He fined the two men \$10 each and ordered the food to be destroyed.

NOT RESPONSIBLE FOR HIS  
ACTIONS.THIEF SAYS HE WAS OVERCOME  
BY GIDDINESS.

A novel defence was set up by a Chinese at the Magistracy, yesterday, when he was charged with snatching a cash-box from a juvenile hawker.

Complainant stated that on Tuesday night at Yau-mat, he was closing up his stall when defendant came to it and ordered food. He served it to defendant who, after he had consumed half, snatched the cash-box and ran away. Chase was given and after a long run through various streets he was arrested. The man had discarded the cash-box and was in possession of a dagger at the time of his arrest.

Defendant stated that he was not responsible for his actions. He had consumed the food, and then feeling giddy, took the cash-box away by mistake. Mr. Wood sentenced defendant to three months' hard labour.

## GOLF.

The Borey Pool Competition played over the Old Course at Fanling on February 20th to 23rd was won by the Hon. Mr. S. H. Dodwell, 1 down. There were 43 entries.

## FOOTBALL.

UNITED SERVICES LEAGUE.

(UP TO FEBRUARY 25th.)

GOALS.										
CLUBS.	F.	W.	L.	D.	P.	A.	F.			
H.M.S. Curlew	13	10	1	2	30	8	22			
2/Wiltshires	7	4	1	2	19	10	11			
H.M.S. Tamar	6	4	1	2	12	3	10			
H.M.S. Hawkins	6	4	1	1	18	6	9			
H.M.S. Ambrose	7	2	3	3	8	9	8			
H.M.S. Albion	8	1	5	2	10	16	4			
H.M.S. Albatross	7	2	5	0	13	4	4			
H.M.S. Moray	8	0	8	0	8	43	0			

DIAMOND CUT DIAMOND.  
HOW A THIEF WAS TRICKED.

At the Magistracy, yesterday, a Chinese was charged with stealing a woollen garment and \$17 belonging to a compatriot.

Sergeant Willis said the complainant, who was a *fohi* in a furniture-dealers' establishment, went out on Monday night with some friends and, as the party broke up late, complainant, not wishing to disturb the people at home, engaged a room at the Chinese boarding-house. He slept there that night and the next morning discovered the garment and the money missing. The man reported the matter, and as a result a constable was sent out to make enquiries. The defendant was then arrested and admitted at the Police Station that he had stolen the articles. He said that he kept the articles in another room, and when he went to get them, later on, he found that somebody else had stolen them.

Defendant denied making that statement voluntarily. It was done under compulsion as he was assaulted.

Sergeant Willis said that petty larcenies were very frequent in the boarding-houses and in nine out of ten cases the servants were the culprits.

Mr. Smith fined defendant \$25, with the alternative of three weeks' imprisonment.

DISASTROUS RICKSHA-  
COOLIE.

DEMANDS INCREASED FARES.

At the Magistracy, yesterday, before Mr. N. L. Smith, a Chinese ricksha-coolie was charged with demanding more than the legal fare.

Defendant pleaded guilty, stating that the gentleman who engaged his ricksha wished him to run fast, so he thought he was entitled to demand an increase over the usual fare for the distance.

Mr. B. Rendall stated that he engaged the ricksha at the Old Bailey to take him to Prospect Place and the man told him that he would take him for 5 cents. "We are subjected to a lot of inconvenience and annoyance," said Mr. Rendall. "There are certain coolies who are always bent on mischief and this man is one of them. The legal fare is five cents, but we give them ten cents every time."

Mr. Smith fined defendant \$5.

## DEFAULTING SHERIFF.

MONEY SPENT IN PLEASURE.

A Chinese sheriff was charged at the Magistracy, yesterday, with embezzling the funds of his firm.

The man was employed in a firm of launch owners and was in charge of the accounts. He had authority to collect money on behalf of the firm. A few days ago, he made out some bills in duplicate and went round and collected \$30, which he spent, but did not enter the receipts in the books. When the principal of the firm sent a bill-collector round for the money, he discovered what had taken place.

Mr. Wood sentenced defendant to three months' hard labour.

## FURNISHING FABRICS

FOR

## LOOSE COVERS

IN

## CRETONNES

AND

## TAFFETAS

WE HAVE A SPLENDID RANGE TO SELECT  
FROM AND SHALL BE PLEASED  
TO SEND PATTERNS.

ALL LOOSE COVERS ARE CUT  
BY EXPERIENCED MEN AND  
WE GUARANTEE PERFECT FIT.

TELEPHONE 1741.

LANE, CRAWFORD &amp; CO.

Just received from U.S.A. a new shipment of Typewriters—  
different models.

Inspection cordially invited by—

UNIVERSAL IMPORT &amp; EXPORT CO.,

HOTEL MANSIONS,

Top Floor,

HONGKONG.

COLUMBIA  
HUMOROUS RECORDS  
NEW STOCK OF

"COHEN"

"CASEY"

"BILLY WILLIAMS"

ETC., ETC.

The Anderson Music Co., Ltd.,

16, Des Voeux Road.

Tel. 1322.

**Powell** Ltd.  
TELEPHONE 344

"ATLAS" REGD.

## SHIRTS AND PYJAMAS

WEAR

AND

DYE

GUARANTEED.

New stock just received

in SMART DESIGNS

WITHSTIFF in TAFFETA, FLANNEL

or SOFT ZEPHYR, OXFORD,

DOUBLE CUFF.

SHIRTS from \$2.75. PYJAMAS from \$4.50.





## NEW ADVERTISEMENTS

## WANTED.

LADY recommends Strong Young Married WOMAN for daily work. Care of Children or anything useful (just out from England).  
Apply—Box 475, Office of "Daily Press" 475

## WANTED.

EXPERT Buyer, 35 years experience, known throughout Europe and America desires Buying and Selling AGENCY on commission, for one or two first class Houses requiring keen competitive purchasing power. Rare opportunity for firms seeking expansion. Write Box "S 970" Lee & Nightingale, Advertising Agents, Liverpool, England. 476

## TO EXPORTERS AND IMPORTERS.

CAPABLE firm holding unique market advantages have recently reorganised. Now desirous extending business relationship with reliable House. View mutual expansion. Expert Buyers, Sellers, Shippers. Write Box P 383 Lee & Nightingale, Advertising Agents, Liverpool, England. 477

## HONGKONG BOXING ASSOCIATION.

FOURTH TOURNAMENT.  
AT THE THEATRE ROYAL  
on FRIDAY, March 5th, at 9.15 P.M.  
MAIN EVENT:  
WELTER-WEIGHT CONTEST  
between  
SKY KERRISON  
(Champion of the Colony).  
AND IRON BUX.  
Full programme will be advertised later. 478

FETTES COLLEGE  
EDINBURGH.

A WAR MEMORIAL FUND is now available, which is proposed to apply to the following objects—  
(a) To enable the sons of Fettesians who fell or were disabled in the War to be educated at Fettes, and/or, at a Preparatory school with a view to proceeding subsequently to Fettes.  
(b) To give assistance in such ways as the Trustees may determine to Fettesians who were wounded or suffered in their health or means of livelihood during, or in consequence of service in the War.  
(c) To give further assistance as the Trustees may determine in the case of boys leaving Fettes who have either already benefited by or were eligible for the benefits under (b).  
The Trustees of the Fund are anxious to hear of any persons with due qualifications to whom this assistance would be of value. Such persons should communicate with the Honorary Secretary, who will furnish full particulars. All communications will be treated as strictly confidential.  
By Order of the Trustees,  
A. H. BOWHILL, Hon. Secretary,  
32, St. Andrew Square,  
EDINBURGH. 479

## S.S. "VICTORIA"

THE above Steamer will be despatched for MANILA, SANDAKAN, and AUSTRALIAN PORTS on or about MARCH 3rd.  
For Freight and Passage apply to—  
THE CHINA & AUSTRALIA STEAMSHIP CO., LTD.,  
Agents,  
113, Colonnade Road Central. 480

## NOTICE TO CONSIGNEES.

The Steamship "PILSNA"  
FROM TRIESTE AND SINGAPORE  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd March will be subject to suit.  
All claims against the steamer must be presented to the Underwriter on or before the 15th March or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st March at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.  
Hongkong, 25th February, 1920. 481

## WANTED.

AN Experienced Assistant to take charge of Export department of a large firm Good prospects to the right man.  
Apply stating terms and qualifications to—  
Box 470,  
Care of "Daily Press" Office. 470

## INTIMATIONS

## CANADIAN PACIFIC OCEAN SERVICES, LTD.

## TRANS-PACIFIC.

YOKOHAMA, FEBRUARY 1st, 1920.  
EFFECTIVE FEBRUARY 1st, 1920, Mr. F. D. SUTHERLAND, General Agent, Passenger Department, Hongkong, is appointed General Passenger Agent for Japan and China, with Office at Hongkong, W. T. PAYNE, Manager, Japan and China.

Approved: G. M. BOSWORTH, Chairman. 469

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CHINESE HALL, Hongkong, on SATURDAY, the 27th day of February, 1920, at NOON, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1919.  
THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, February 16th, to SATURDAY, February 27th, 1920 (both days inclusive), during which period no transfer of shares can be registered.  
By Order of the Court of Directors, N. J. STABBE, Chief Manager, Hongkong, February 10th, 1920. 468

## HUMPHREYS ESTATE AND FINANCE CO., LTD.

SHAREHOLDERS ARE NOTIFIED that the Dividend on account of the year 1919, of Sixty Cents (80 cents) per Share is now Payable at the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, on Warrants to be obtained at the Company's Office, Alexandra Buildings, Des Vaux Road, Central, Hongkong.  
JOHN D. HUMPHREYS & SON, General Managers, Hongkong, February 19th, 1920. 445

## NEW FRENCH LOAN 5 PER CENT.

PRICE OF INTEREST FRS. 100.

REDEEMABLE at FRS. 100. in 60 years by Half yearly drawings.  
Interest payable on the 1st of May and 1st of November.  
Drawings to take place on the 15th of March and the 15th of September of each year.  
Let drawing on the 15th of September, 1920, 1st coupon of Frs. 3.50 to be paid on the 1st of November 1920.  
Subscriptions will be received up to the 10th of March next by the  
BANQUE DE L'INDO-CHINE, L. BERINDOAGUE, Manager, Hongkong, February 16th, 1920. 457

## NEW FRENCH LOAN 5 PER CENT. 1920.

UNDER THE GUARANTEE OF THE FRENCH REPUBLIC.

THE Local Branch of the BANQUE INDUSTRIELLE DE CHINE will receive subscriptions for the New French Loan 5 per cent. 1920, from the 15th February to the 10th of March next.  
The Loan is free of Income tax and redeemable in 60 years at 100 per cent. by half yearly drawings, the interest coupons being payable on 1st May and 1st November of each year.  
Fully paid subscriptions 50 par.  
Partly paid subscriptions at 101 per cent. purporting:  
Fr. 25.—when subscribing.  
Fr. 25.—on the 1st of April.  
Fr. 25.—on the 15th of July.  
Fr. 25.—on the 1st of August 1920.  
M. ROUET DE JOURNEL, Manager, Hongkong, February 16th, 1920. 458

## G. H. R.

## ANNUAL NAVAL CONTRACTS.

SEALED TENDERS are invited for the following Contracts, viz:—  
Upholstery Work.  
Dyeing and Dry Cleaning Work.  
Supply of Miscellaneous Articles.  
Repairing Clocks and Stop Watches.  
Supply and Repair of Bamboo Sundials.  
The Contracts commence on April 1st, 1920, and expire on March 31st, 1921.  
Forms of Tender may be obtained on application to the Naval Store Office H.M. Naval Yard.  
Tenders will be received at the Commodore's Office until Noon on THURSDAY, March 4th, 1920.  
The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.  
H. G. LOWE, Naval Store Officer, Hongkong, February 23rd, 1920. 473

## PALACE HOTEL, KOWLOON

Corner of Haiphong & Hankow Roads  
T. L. K. Tel. Address: Palace.

## TWO Minutes from Ferry and Railway station.

This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.  
Cuisine under personal supervision of the Proprietor.  
BAE AND BILLIARD ROOMS, TERMS MODERATE.  
Special Arrangements for Families on Application to—  
J. H. OXBERRY, Proprietor. 77

## AUCTIONS

TO-DAY (THURSDAY),  
February 26th, 1920, at 10.30 A.M., at No. 44A, Nathan Road First Floor "above Messrs. A. S. WATSON & CO., LTD." SUNDRY VALUABLE HOUSEHOLD FURNITURE, etc., etc.

therein contained consisting of—  
Dining Table and Chairs, Oakwood dinner wagon, Oakwood sideboard, 4 with bevelled mirrors, Carpets, Crockery, Glassware, etc., etc.  
Oakwood Double Bed, one pair Oakwood single Wardrobes, Chest of Drawers, Bureau and Dressing Tables, etc., etc.  
Two Sofas and pair of Arm-chairs, Bookcase, Hallstand, etc., etc., also Victrola and Record Cabinet.

Enamelled Bath in perfect condition. Catalogues will be issued. On view from morning of sale.  
Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

TO-DAY (THURSDAY),  
February 26th, 1920, at 2.30 P.M., at the Government Quarters, No. 4, WONG NEI CHONG ROAD, SUNDRY VALUABLE HOUSEHOLD FURNITURE, etc., etc.

therein contained consisting of—  
Teakwood Sideboard, Extension Dining Table and Chairs, Bookcase and Desk combined, Axminster Carpets and Rugs, Sofa and Arm-chairs, Pictures and Engravings, Crockery and Glassware, including one Dinner Service, etc., etc., etc.  
Teakwood Wardrobe, Dressing Table and Toilet Set, White Metal double Bed, circular Miro-quo Net, etc., etc., etc.  
Teakwood Ice Chest, Meat Safe, Cooking Utensils, etc., etc.

Also  
One Piano by Brinsmead and Sons, recently overhauled, and in good condition. And one Electric 13 inch Fan.  
Catalogues will be issued.  
On view from morning of sale.  
Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

The Undersigned have received instructions from J. HYDE Esq., to sell by Public Auction,

On FRIDAY,  
February 27th, 1920, at 2.30 P.M., at No. 4, TORRE BUILDINGS, KIMBERLY ROAD, KOWLOON, the whole of the VALUABLE HOUSEHOLD FURNITURE, etc., etc., etc.

Comprising—Teakwood Hall Furniture, Blackwood Table and Stands, Axminster Hall and Stair Carpets, Drawing Room Suite by Lane Crawford & Co., Brussels Carpet practically new (about 19 by 15) Blackwood Cabinets, stands and Table, Pictures, and Engravings, a number of lots of Chinese Porcelains, etc., comprising Blue and white, 5-coloured, Pekinese Cloisonne and Brass Ware, Curtains, etc., Solid Brass Fender and Fire Brasses, Fumed Teak Dining Room Suite with Silver Cabinet in good condition. Electro-plated, Sundry Cutlery, Glass, and Crockery, etc.

Bed Room Suite (Fumed Teak), Solid Double and Single Bedsteads, Box Mattresses, large and small, Wardrobes, Linen Press, Washstands and Toilet Crockery, Bath Room and Kitchen Utensils, etc., etc.  
Also  
Upright Piano by Neumann, Hamburg, good tone, excellent condition, Singer Trendle Sewing Machine, Lady's Bicycle, large Copper Kettle, Electric Fittings and Fans, Pot Plants, etc., etc.  
(Full Particulars from Catalogue).  
On view from Thursday, 26th inst. at 2 P.M.  
Terms:—Cash.

On SATURDAY,  
February 27th, 1920, at 2.30 P.M., at No. 8, OBSERVATORY VILLAS, KOWLOON.

VALUABLE HOUSEHOLD FURNITURE, etc., etc., etc.  
Comprising—Hallstand, Blackwood Table and Stand, Arm chairs and Chesterfield Sofa (Lane Crawford make) good as new, Blackwood Furniture comprising Cabinets, Music Box, etc., Blackwood Overmantel, etc., etc., Engravings, Water Colours, Oil Paintings, Curtains, Carpets, Rugs and Carpets, Fumed Teak Sideboard, Extension Dining Table and Chairs, Silver Ware, Cabinet, Glass and Crockery Ware, and a quantity of good Electro plate, Massive Brass Bedstead, handomely carved Cherrywood Bureau, Wardrobe, Toilet Tables, Campwood Chest-of-drawers, etc., Enamelled Baths, American Ice Chest, Sewing Machine, etc., etc.

Also  
Electric Fittings and Fans, Piano made for the Climate by Collard & Collard, large American Combination Safe, etc., etc.  
(Full Particulars from Catalogue).  
On view from Friday 27th inst. at 3 P.M.  
Terms:—Cash.

## G. H. R.

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,  
On THURSDAY AND FRIDAY,  
March 4th and 5th, 1920,  
at H.M. NAVAL YARD, Hongkong and Kowloon NAVAL DEPOT respectively, commencing each day at 9.30 A.M. with an interval from 12 Noon to 1.30 P.M.  
Old and Surplus  
NAVAL STORES, etc., etc.

Comprising—  
Life Boat (wood and steel), Dingies, Whalers, Cabotage, Rice Boilers, Hot Water Boilers, Cooking Stoves, Shirts, Fire Water Iron Bed Mattresses and Fittings, Washstands, Tables, Chairs, Sideboards, Ice Chests, Steam Tanks, Propellers, Vertical Steam Pumps, Life Rafts, Electric Fans, Telephones, Anchors, Enamelled Iron Baths, Lavines, Porcelain Water Closets, Rooby Marches, Wood Ladders, Steel Wire Rope and Hardware, etc., etc., etc.  
Canvas Bags, Coir Hawkers, Corriage, Paperstuffs, Canvas Bags, Old India Rubber, Old Leather, Old Iron, Brass, Gun Metal and Steel, Coal Sacks, Firewood, Waste Paper, etc., etc.  
Lots may be inspected on Wednesday, the 3rd March, 1920.

Also Sale of Old and Surplus Victualling Stores at Kowloon on Monday 8th March, commencing at 9.30 A.M. and comprising—Beds, Blankets and Ham racks, etc., etc.  
Terms of Sale.—As detailed on Catalogue.  
HUGHES & HOUGH, Auctioneers.

## INTIMATION

## WATSON'S

E

## WHISKY

maintains the same

HIGH quality TO-DAY

as BEFORE and during

the War.

Per Case including duty.

\$29.00

A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

Tel. No. 616

HONGKONG OFFICE: 10A, DES VAUX ROAD, C. LONDON OFFICE: 131, STREET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 26th, 1920.

## HONGKONG'S WAR MEMORIAL

The Committee appointed just about a year ago to consider the provision of a Permanent Memorial of the War for Hongkong is not dead, but has been sleeping very soundly. From a letter written by Mr. H. W. Binn, a member of the Committee, which was published last week on the eve of his departure from the Colony on a holiday, we infer that it is a long time since that Committee met, because Mr. Binn said no opportunity had offered for laying his views on the subject before a meeting of the Committee. In the month of April last year the Committee published a list of the suggestions it had received up to that date. They numbered about twenty-five. Since then the number, we understand, has been increased to something over sixty, but owing to the protracted illness of the Secretary, who had charge of all the papers, no meeting of the Committee has been convened to discuss them. The state of Mr. MATTINGLEY's health, unhappily, has made it necessary for him now to leave the Colony for a time, and the appointment of a new Secretary will mean a little further delay in getting on with the business. Of the original members of the Sub-Committee of twenty-three, nine are already away from the Colony and others are shortly departing. The Executive Committee has been depleted to much the same extent. Many of these departures were already known to be contemplated when the Committee were formed, from which it

## CORRESPONDENCE

DO WE GATHER GRAPES OF THORNS OR FIGS OF THISTLES?

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—In your issue of February 24th you devote three-quarters of a column to what is designated a "remarkable sermon" by the Bishop. It does seem to have been a remarkable sermon. I should like to call the attention of your readers to the logical conclusion which it seems natural to draw from the Bishop's premises.

To-day we have sunk below the state contemplated in the 1st Commandment as we are not tempted to have too many gods, but what is much worse, to have none at all.  
It is better to worship any painted idol or the sun, moon and stars than to worship nothing and no god. (The quotations are from your report).  
Now the Chinese almost without exception do worship some kind of god or painted idol of some kind, and, according to the Bishop, we do not; we have sunk. Our missionary efforts among the Chinese must, therefore, be tending to degrade the Chinese to our level. The serious moral and social detriment of missions and supporting missions in China is evident.—Yours faithfully, FETTISH.

Hongkong, February 25th, 1920.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for to-day. The following business is on the agenda:—

- 1.—Financial Minutes.
- 2.—Report of the Finance Committee (No. 9).
- 3.—Amendment of the Disinfection of Infected Premises By-laws.
- 4.—Amendment of the Notification of Infectious Disease By-laws.
- 5.—Amendment of the Removal of Patients By-laws.
- 6.—Additional Regulation under the Places of Public Entertainment Regulation Ordinance, 1919.
- 7.—Jury's List for 1920.

ORDERS OF THE DAY.  
First reading of a Bill intituled, an Ordinance to amend the Non Ferrous Metal Industry Ordinance, 1919.  
First reading of a Bill intituled, an Ordinance to amend the Banking Business (Prohibited Control) Ordinance, 1919.  
First reading of a Bill intituled, an Ordinance to amend the Liquors Consolidation Ordinance, 1911.

## CANTON NEWS.

February 25th.

YUNNANESE MILITARY DISPUTE.  
The disputes that have arisen between the Tsuchuns of Kwangtung and Yunnan, and the Yunnanesse troops, owing to the change of Commandership, have not yet been settled.

Mok Wing-sun, the Canton Tsuchun, has ordered the dismissal of all of the high officers of the Yunnanesse Division and its reorganization. The Tsuchun has sent troops to keep an eye over the Yunnanesse troops. The section of the Canton-Hankow Railway between Yingtak and Shingchow has been placed under a strong military guard since the beginning of the last week when the telegram from Tong Kai-yew, the Yunnan Tsuchun, ordering the removal of Li Kan-yuen from the Commandership of the Yunnanesse troops was received. Li Kan-yuen's soldiers are met at all the stations of the Yuet-Han Railway beyond Yingtak and the passenger trains are subjected to searching examinations by Li's troops. The Yunnanesse troops in Canton, and elsewhere, show signs of restlessness and this has caused a great deal of apprehension among the populace who fear that trouble may break out any time as a result of the open rivalry between the two Divisions of the Yunnanesse troops. The other armies in the city are also taking precautions to avoid trouble. No trouble is, however, anticipated by the local military leaders.

SUBVORTS OF NON-TREATY NATIONALS.  
The authorities have received a telegram from the Waichao in Peking ordering that neither German nor Austrian, or the subject of any non-Treaty nation, should be permitted to land on Chinese soil without special permission from the Waichao authorities abroad. The Customs authorities have been, accordingly, notified.

POULTRY TAX STRIKE.  
The poultry merchants have come out on strike in protest against the imposition of a tax on poultry by a syndicate which has obtained the concession from the Treasurer. The syndicate has practically monopolised the poultry market and has entered in the poultry business itself from the beginning of the Chinese New Year.

A certain merchant has applied to the authorities for sanction to construct a railway from Canton to the Hot Ping district. It is stated that the line will pass by many large native towns through five districts. A plan of the proposed line has been handed over to the authorities in which it is pointed out that the line will be important for both traffic and military purposes. It is said that the line will be about 270 li long, and will have 43 stations, including the two main terminal stations.

THE MILITARY GOVERNMENT AND SHANTUNG.  
The Military Government has sent a telegram to the Premier in Peking on the inadvisability of opening direct negotiations with Japan for the return of Kiaochow. It is urged that the matter be submitted later to the League of Nations for settlement. This message was in the nature of a reply to a telegram from Peking requesting the South to express its opinion on the question of direct negotiations.



## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## SALE OF EX-GERMAN STEAMERS.

## APPEAL AGAINST INJUNCTION.

WASHINGTON, February 20th.

The Shipping Controller has announced that an appeal against the injunction order prohibiting the sale of ex-German ships will be filed, and he expected that Mr. Hearst, on whose application the injunction was granted, will be required to furnish bonds to protect the Shipping Board against loss through the ships being idle, should the final decision of the Courts be against him.

## LOW VALUE OF BIDS.

WASHINGTON, February 20th.

Mr. Stevens, ex-Vice-Chairman of the Shipping Board, giving evidence before the Senate's Commerce Committee, said that the value of the thirty ex-German ships for which the board received bids was twice or thrice the amount of the bids received, namely, \$5 to 75 million dollars, and the bids received for four ships for transfer to foreign flags were double the amount of the highest American bids for three of the vessels and \$500,000 more for the fourth ship. The foreign bids were rejected in accordance with the policy of keeping the ships under the American flag.

Mr. Stevens added that there was no reason why the Shipping Board should not operate the ships to prove or disprove the frequent claim that the United States could not compete with other countries on the seas.

## EARLIER CABLES.

## SHIPPING BOARD CHAIRMAN'S REQUEST.

New York, February 18th.

Mr. Howard Payne, the retiring Chairman of the Shipping Board, giving evidence before the Senate Committee, recommended the rejection of all bids for the thirty ex-German liners, the sale of which had just been conducted, and asked for authority to renew negotiations for the sale of vessels for operation under the American flag.

## FOR OPERATION UNDER THE AMERICAN FLAG.

New York, February 18th.

Mr. Payne stated that the Shipping Board had already sold 138 vessels, including 18 ex-German cargo boats, for \$83,500,000, for operation under the American flag. It is believed that purchasers will not be able to transfer them to foreign ownership without the permission of the Board.

## LATEST CABLES.

## AMERICAN RAILROAD BILL.

## ATTITUDE OF LABOUR AND RAILROADS UNIONS.

WASHINGTON, February 20th.

Representatives of the Railroads Unions and the Federation of Labour are preparing a letter to President Wilson protesting against the wage provisions in the pending compromise on the Railroad Bill.

## AMERICA AND THE PEACE TREATY.

## FURTHER PROSPECTS OF DELAY IN RATIFICATION.

WASHINGTON, February 19th.

Leaders on both sides of the Senate predict that the ratification of the Treaty will drag on while the Railroad and other pressing Bills are passed.

## ISSUE OF PRESIDENTIAL CAMPAIGN.

Some Senators predict that the League of Nations will be the issue at the coming Presidential election campaign. Meanwhile, they say, informal negotiations for a compromise will continue.

## AGRICULTURAL CONFERENCE.

## SUGGESTION FROM THE UNITED STATES.

WASHINGTON, February 20th.

A meeting of the National Board of Farm Organizations, representing thirty American agricultural societies, is appointing a Committee to communicate with foreign societies for the purpose of arranging at an early date an international agricultural conference.

## TRIAL OF WAR CRIMINALS.

## ALLIES PREPARING THEIR CASE.

Paris, February 21st.

A Havas message says:—The documents in connection with the charges against German war offenders will be completed before March 15th and delivered to the Leipzig Court.

## M. DESCHANEL:

## RECEIVES CORPS DIPLOMATIQUE.

Paris, February 21st.

A Havas message says:—M. Deschanel yesterday received members of the Corps Diplomatique who were presented by Baron Matsui.

Replying to the congratulatory address, the President said he hoped that diplomacy will be able to consolidate the League of Nations and provide it with the necessary means of action to straighten out difficulties and avoid conflicts.

M. Deschanel's first two official visits have been to the graves of French soldiers at the Bagneux Cemetery, and to the wounded at the Val de Grace Hospital.

## M. POINCARÉ

## PRESIDENT OF REPARATION COMMISSION.

Paris, February 21st.

A Havas message says:—M. Poincaré has accepted the presidency of the Reparation Commission. It is believed that the Commission will hold at least three sessions a week, commencing the work of Treaty enforcement without further delay.

## FIELD-MARSHAL LORD ALLENBY.

## RETURNS TO CAIRO.

CAIRO, February 14th.

Field-Marshal Lord Allenby has returned to Cairo.

He had delightful experiences on his tour in the Sudan.

## EARLIER CABLES.

## THE WORLD'S RICE SHORTAGE.

## EXPORT FROM BENGAL PROHIBITED.

CALCUTTA, February 19th.

In the interest of consumers in Bengal, the Government has prohibited the export of rice except by special permit to countries absolutely dependent on supplies from India, when export will only be permitted in minimum quantities and if the requirements of the purchasing country cannot be met from Burma.

## THE SILVER MARKET.

## REASON FOR RECORD FALL IN PRICE.

LONDON, February 19th.

Messrs. Montagu & Co.'s report states that the record fall in price of 14½d. was due to temporary selling by China, combined with free selling by the Continent. A steady rally ensued, encouraged by enquiry from China and elsewhere.

The substratum of strength in the silver position is evidenced by this strong reaction, despite the adverse influences connected with the approach of Chinese New Year, heavy sales of melted coin from the Continent, free realization of plate, etc.—the latter so considerable that the trade was more than supplied from it.

## CUNARD COMPANY AND

## PLYMOUTH.

In view of the efforts now being made to develop Plymouth as a commercial port, disappointment will be caused by the news that there is a possibility of the Cunard Company ceasing to use the port for their great liners. The company have arrived at the decision that unless facilities for dealing with the disembarkation of passengers at this port by the Great Western Railway Company are improved the great liners *Mauretania*, *Aquitania*, and *Imperator* (ex-German liner, now flying the Cunard flag), will not call at the port. The attitude of the railway company is that owing to the uncertainty of their future they are unable to commit themselves to a heavy expenditure at present. The company have available for dealing with liners and troops only two tenders, the remainder having been requisitioned for war purposes and not yet returned. The present accommodation is sufficient for dealing only with between 300 and 400 passengers, whereas some of the big liners bring as many as 1,000 for disembarkation.

## FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

## THE JAPANESE LOAN.

## ADVERSE COMMENT.

PEKING, February 21st.

There is much adverse comment over the Japanese loan of seven million yen to the Chinese Government.

The Japanese justify it by saying that had they not come to the assistance of the Government, disorder would have been inevitable, resulting probably in pillage and bloodshed, not to mention the subversion of the Government. The Japanese liken their action to that of the Allies saving Austria and Poland. The parallel is not analogous. Japan, by advancing money without guarantees of supervision, is bolstering up a corrupt Government and acting contrary to the spirit of helpfulness with which other members of the Consortium have approached the consideration of China's immediate needs. Such action arouses suspicion of Japan's co-operation with America, Great Britain and France in the endeavour to assist China.

(THROUGH REUTER'S AGENCY.)

## ROME TO TOKYO FLIGHT.

SMYRNA, February 18th.

Two S.V.A. aeroplanes, piloted by Lieutenants Frenzenin and Mafiero, which left Rome on February 14th for Tokyo, have arrived here safely from Salonika.

## CHINESE DECORATIONS.

LONDON, February 18th.

The *Gazette* publishes a number of decorations conferred by the President of the Republic of China on British officers for distinguished services in the course of the campaign. These include the Order of Chiang, First Class (Tashon Pao Kuang) on Lord Haig and Sir Henry Wilson, the First Class on Sir William Robertson, the Order of Wen Hu, First Class, on Lord Allenby, the Earl of Cavan, Sir S. G. F. Miles, and Mr. W. E. Marshall. Many lower Classes have been awarded, principally to officers who served with the Chinese Labour Corps.

## THE HIGH COST OF DYING IN JAPAN.

## THE PRICE OF GRAVE-SPACE IN TOKYO.

It will not be very long the *Japan Advertiser* says, before the living will find it hard to dispose of the dead in Tokyo—at least the poor, who cannot afford fancy prices for the last resting-place or the ashes of their dear ones—for one of the latest *o-yasuki-sama* that Tokyo is blessed, or otherwise, with is the high cost of graves.

There is said to be a great scarcity of burial space in and around the metropolis, and this scarcity is daily becoming more accentuated, although, according to official estimates, the five cemeteries in and around Tokyo contain enough space for another twelve months' or so. Space that has not yet been utilized is bought up by speculators, who retail portions at prices that many cannot afford to pay, and, as a consequence, many poor people, unable to dispose of their dead in the orthodox manner, are forced to keep the ashes, after cremation, in their homes, until such time as they can secure a bit of ground in which to inter them.

The municipality has added to the list of the many things that it proposes doing the acquisition of new cemeteries, but these, like the improvements of the streets and the thoroughfares, are still in the dim future, and no prospect is visible of the great deal of talk that has been indulged in by the city fathers materializing soon.

As an instance of the high price charged by the owners of burial grounds a story is told regarding the disposal of the cremated remains of Mr. Sakata, a Japanese Minister to Spain, who died at Madrid and whose remains arrived at Kobe recently by the N.Y.K. steamer *Shidzuoka Maru*. The relatives of the late Mr. Sakata had been trying to obtain a decent piece of ground at the Aoyama Cemetery for interring his ashes, but it was found absolutely impossible to buy any piece of ground irrespective of price. After much difficulty, it was arranged to buy a tub of ground (6 feet square) at ¥1,500 as the seller would not have anything lower than that. As the space is too limited to place a respectable tombstone on it negotiations had to be opened with the owner of the adjoining lot of ground with a view to buying part of it. The owner of the adjoining lot proved to be a Mr. Kawashima who was born in the same prefecture as the late Mr. Sakata. Mr. Kawashima, hearing the trouble of Mr. Sakata's relatives in finding suitable burial ground, is said to have agreed to present a couple of tubs of his ground free of charge.

The students are to be suppressed. Regulations have been promulgated enjoining the responsible authorities to preserve order, and under these the military and police have forbidden demonstrations and street lecturing in Peking. All the same the students do not intend to remain inactive. Something is being planned, judging by meetings in the colleges, but its nature cannot be guessed yet.

The Anglo-American Association's farewell dinner to Sir John Jordan on Wednesday was a remarkable demonstration of the esteem and affection in which the doyen of the diplomatic corps is held in Peking to-day when the British community entertained him to a farewell banquet.

The International Anti-Opium Association is planning a more active campaign designed to suppress the evil at its source. This has been represented to President Yuan Shih-chang and to Premier Chen Fung-shan, the former contributing \$2,000 and the latter \$1,000 to the funds of the Association.

Mr. Lu Cheng-hsiang, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

## PEKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

PEKING, February 14th.

## POLITICAL STAGNATION.

Were it not so tragic present events in Peking would be ludicrous. Popular clamour has made it difficult for the Government to negotiate directly with Japan concerning the retrocession of Kiaochow. Lu Tseng-hsiang, the Minister for Foreign Affairs, was aware of this when he returned from the Paris Conference to Peking and discreetly refused to resume his duties at the Waichaiopu. Pleading illness, he was granted two weeks' leave of absence. Later, he tendered his resignation and resisted all blandishments designed to induce him to retain a position which he dislikes at best but which is extremely repugnant to him at present. To prove that he really means what he says, he moved out of the official residence at the Waichaiopu, this week. About the same time Chen Lu, the Vice-Minister, also resigned and in order to make sure that it would be accepted he quietly left the city and took up his residence at Tientsin. Not all the special pleading of the President, as expressed by his personal representative dispatched to Tientsin for that purpose, could induce him to change his decision and return to Peking. Thus the Waichaiopu is without a responsible head.

The action of the Minister and Vice-Minister is neither candid nor cowardly. They are not running away from responsibility nor avoiding an awkward situation. They are forcing these outside the Government who control the Government to come out into the open and publicly declare the policy which they are secretly endeavouring to carry out. Most people know that the power behind the throne in this instance is Marshal Tuan Chih-jui. He appoints and dismisses Ministers, but he does not from selfish motives, but because he believes that China can acquire something as the result of negotiation, whereas if she declines to accept the invitation of Japan she gains nothing and puts herself in a wrong position in the eyes of the world. Such is the view of Marshal Tuan and the pro-Japanese militarists, but it is not the popular view.

Two different Japanese interests are intriguing in Peking at present—the Okura group and the Mitsui group. It is the former that has been active during the past few weeks endeavouring to secure an influence which would suppress the boycott and create an atmosphere favourable to negotiation with the Tokyo Government. Japan feels the present position vis-à-vis China is intolerable and would give up the idea of an advancing factor in reaching so desirable a consummation, and Japanese yen are being dumped in front of the eyes of grasping politicians, whose only desire is to meet the requirements of the moment, leaving unsolved the problems of the nation. It is common knowledge that the Okura financiers and the militarists are discussing schemes for ending the present deadlock *vis-à-vis* Japan and advancing money, in which most would benefit.

It is this knowledge which has made Lu Tseng-hsiang and Chen Lu realise the hopelessness of remaining associated with a Government which is controlled from without—not controlled by public opinion, but by an oligarchy, which exerts a baneful influence on the country and is largely responsible for the prevailing disunion of North and South. Neither Minister Lu nor his subordinates can expect to be permitted to conduct negotiations in accordance with their own convictions or with regard to the wish of the people. They would be overborne by counsels from without. In these circumstances, the action of the two officials must appear to be more commendable than otherwise, for they decline to be party to a policy which is not in the best interests of their country. Not only is their present action courageous; it is clever. It places the militarists in an awkward position. Negotiations between the representatives of the bank and Japan and the Chinese Government for the much needed advance to tide over China New Year have been conducted through the Waichaiopu. Without a responsible head in the Foreign Office the proposed transaction cannot be completed. Truly, a desperate plight in view of the fact that China New Year is so near. Of course, the militarists, though anxious, are not without hope. They feel certain that Japan will not let them fall.

Mr. Lu Cheng-hsiang, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister of Foreign Affairs, is now in Tientsin. After his departure from the Capital, Mr. Wu Chih-sun on behalf of the Government telegraphed to the Vice-Minister of Foreign Affairs, asking him to return to his post. Later on a special delegate was sent down to Tientsin by the Government to make similar efforts to induce Mr. Chen to cancel his resignation. In reply Mr. Chen telegraphed to the Government stating his inability to resume office on account of ill-health, and asking the latter to appoint another person to take his post.

Mr. Chen Lu, the Vice-Minister



Draw the cork  
and HAIG &  
H A I G  
S C O T S  
W H I S K Y  
will sing its  
own praises.



The quantity  
is limited—  
The quality  
is rare—  
You cannot get  
me everywhere.

BECAUSE of the exquisite quality of my contents I am (and always must remain) a scarce article of commerce. Whisky cannot be made old except by keeping it.

My managers have, with mature deliberation, resolved to cater only for those who are willing to pay the price for the very best article.

There is not enough of my quality to allow of my being popular except amongst the select circles of discriminating users of alcohol.

Do not be surprised because I am not found everywhere. If I were I would not be the supremely fine article that I am. As I am a supremely fine article, you must be willing to pay the highest price for me, or else be satisfied with something less fine.

DOCTORS are calling for me.

JUDGES are calling for me.

MERCHANT PRINCES are calling for me.

Are You?

## Haig & Haig Five Stars Scots Whisky

Place your orders in advance and make as sure as you can of getting me.

Distributing Agent:

DONNELLY & WHYTE HONGKONG

### THE COMING LADY CHANCELLOR?

#### PORTIA'S FIRST DINNER IN THE TEMPLE

The first woman since Queen Elizabeth's time dined in Middle Temple Hall, on January 11th.

She was Miss Helena Normanton, M.A., who thus began her course as a student for the Bar, including the old-time custom of dining in the hall, or, as they say in the legal world, "eating her dinner."

An amusing incident took place before the dinner began, the woman representative of the *Daily Express* being mistaken for Miss Normanton.

She was given a seat by a blazing fire in the gentlemen's robing room, and was eyed with polite curiosity and interest by the barristers, who were changing into their gowns.

Finally she was presented with a gown borrowed from one of the men students and told to go straight in, but was stopped on her career by having no admission card.

"The nicest evening of my whole life. I am sure I enjoyed it far more than a debutante enjoys her first ball," said Miss Normanton to the *Daily Express* woman representative after dinner.

NEARLY FINED.  
"Yes, but I was nearly fined a bottle of wine for speaking to some one in the next mess, and I would have been if it had not been for the leniency extended to a lady."

Miss Normanton laughingly explained that the students dine in messes of four, and that one mess is forbidden to speak to another by ancient custom under penalty of forfeiting a bottle of wine.

"My mess was composed of Mr. Wells Thatcher, with whom I am reading law, Mr. Holford Knight (who for six years has advocated women's admission to the Temple), and Mr. Herbert J. Sweeney. I was the third at the mess, and, according to the rules, I was served in my turn and not first because I am a woman."

"I composed a piece of poetry about her," said Mr. Thatcher, and he repeated it.

This is the night within this regal place  
When first bath an able woman's face  
Been seen since spacious Tudor days,  
When England's Queen attended Jon-  
son's plays.

"Today this woman student breathes our  
With lightest hopes that winds may set  
for fair."

"The Queen he speaks of was Elizabeth, who also dined in the Middle Temple, but did not behave as well as I did," said Miss Normanton.

IMPRESSED.  
"What impressed me," she continued, "was the wonderful grace with which the dinner began. The eyes of all things look up and put their trust in thee, O Lord."

Impressive also was the procession of the benches. The senior benches, Mr. Powell very kindly came down and congratulated me, and I received lots of other kind wishes and encouragement, especially from one bench, who expressed a hope that I would be the first Lady Chancellor."

"Remember, she was invited as Normanton—no 'Miss' about it!" said Mr. Sweeney.

"I must show you my student's gown. It is not nearly so imposing as a benches, as it has not got long sleeves, but it's quite nice."

Four other women dined in various Inns of Court the same evening for the first time. These were—Miss G. Cobb, Miss Doherty, Miss Bruce, and Miss Davis. Miss Normanton was the first to be admitted.

### LEAP YEAR WOOLINGS.

#### LAW AND LEGEND OF THE LADY'S PRIVILEGE.

There are things you hear about but never see done—such as saying "Rice pudding, please," when someone says "Will you have Burgundy or rice pudding?"—and a proposal by a woman in leap year comes into the list. Everyone knows that a year which is divided by four leaves nothing over—if you are exceptionally quick and accurate at arithmetic—is a year in which woman may propose marriage. But has anyone ever known a woman to confess that she was the wooer, or a man that he was the wooed? asks E.E. in the *Daily Chronicle*. Like having sensible pockets, women dream of it but never do it.

The stack of books over which I should have to climb if I were summoned to the Palace to be knighted to-morrow represents little effort to track down the origin of the custom. It takes one far back into the dim past. Do listen to this one:

St. Patrick was one day walking beside Lough Neagh when he met St. Bridget in tears, and was told that a mutiny had broken out in the nunnery over which she presided, the ladies—who, one presumes, had not taken vows of celibacy—claiming the right to "pop" the question. St. Patrick said he would concede the right every seventh year, but St. Bridget besought him to make it one year in four. "I will," replied St. Patrick, "and I'll give ye leap year, the longest of the lot."

Unfortunately the late Mr. Brewer, to whom I am indebted for this, adds as a footnote: "The story told above is of no historical value." But we are on surer ground in considering Scotland's claim for, in 1288, a law was there enacted that, during the reign of her most blissful Majesty, for ilk years knowen as lepe years, ilk mayday ladye shall have liberte to bespeke ye man she likes. Gif he refuses to talk hir to be his lawful wyfe, he shall be mulcted in ye sum and pundis or less, except he can mak it appear that he is betrothit to another woman. He shall then be free."

This would make the permission appear to be a compliment to Margaret, the Fair Maid of Norway, the granddaughter of Alexander III. of Scotland, who only nominally reigned, as she died on her passage to Scotland in 1290.

A similar law was passed in France some years later, and in the fifteenth century the custom was legalised in Genoa and Florence, so it was evidently taken very seriously at one time. But that only brings us back to the original question—Does anyone take it seriously to-day?

## SHEWAN, TOMES & CO.

### MOTOR DEPARTMENT.

Distributors for

COLE DODGE & OLDSMOBILE Cars,

FEDERAL Trucks—FISK Tires,

HARLEY-DAVIDSON Motorcycles,

ARROW BRENNAN, JACOBSEN, MEITZ,

RED WING ROBERTS & VENN,

SEVERIN Marine engines.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

Motor Car Storage

Repairs of all descriptions under European supervision. Re-painting a speciality.

Inquiries and Inspection Invited.

Call at our Motor Garage

No. 7, Russell St.

Phone 659.

## WATERHOUSE LINE.

### TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" ... Late Feb.

"WEST IVAN" ... Late Mar.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,

Temporary Office, Bank Line, Ltd., King's Building.

370

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

DIRECT

THROUGH SERVICE TO ALL OVERLAND POINTS

VIA

PORT OF LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following FAR EASTERN SERVICE for the account of the United States Shipping Board.

S.S. WEST MONTOP loading about March 16th.

S.S. WEST HIRA loading about April 15th.

Through rates quoted and through Bills of Lading issued to all Overland Points in the United States.

OFFICES: SINGAPORE, MANILA, SHANGHAI, KOBE.  
HONGKONG OFFICE: 3rd Floor, Prince's Buildings, Chater Road, Tel. No. 1063.

CHAS. E. RICHARDSON,  
General Agent for South China.

433

## DICK'S PATENT PACKING UNIVERSAL SIZE.

FITS ANY SIZE STUFFING BOX.

FOR H. & L. P. ENGINES MARINE OR  
LAND PUMPS WINCHES ETC.

IS METALLIC, ANTI-FRICTION, SELF-LUBRICATING  
EFFICIENT, DURABLE AND CHEAP.

Sole Agents:

## LANE, CRAWFORD & CO.

SHIP CHANDLERS.  
HONGKONG.

1409

## For NEW YORK & BOSTON.

### THE U.S. SHIPPING BOARD

S.S. "CAPE MAY"

SECOND HALF OF FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

EARLY MARCH.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE APRIL.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight space and particulars apply to—

## THE ADMIRAL LINE

ILLUMINATIONS  
2477 & 2478

AGENTS

5th Floor  
HOTEL MANHATTAN

208

### "ASAHI BEER"



SOLE AGENTS  
MITSU BROS. & CO. LTD.



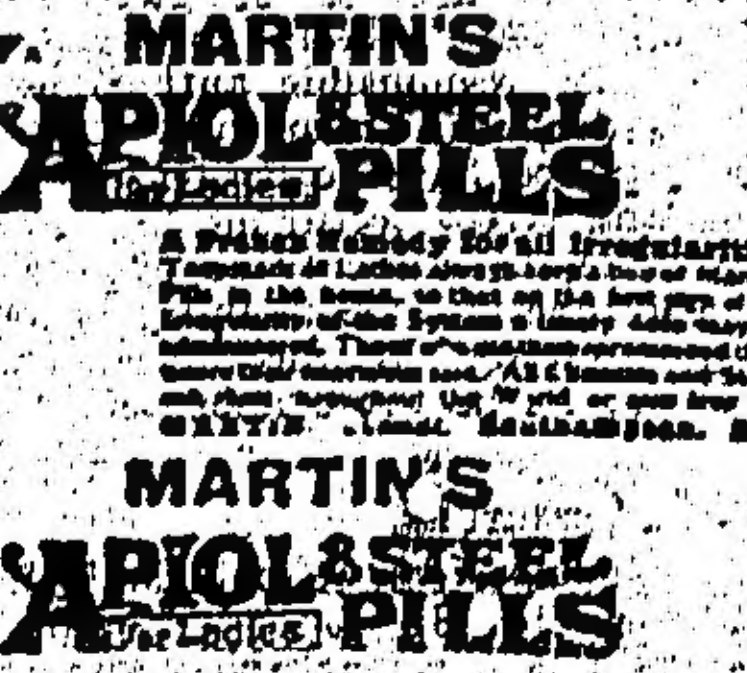
### Wind Roughened Skins Soothed by Cuticura

When you return from your auto ride smear the face and rub the hands with Cuticura Ointment. Wash off in five minutes with Cuticura Soap and hot water, using plenty of Soap, best applied with the hands, and continue bathing three minutes.

Soap to cleanse. Ointment to heal. F. Newberry & Sons, Ltd., 27, Charterhouse St., London. Sold everywhere.



CHAPOTEAUT'S  
PHOSPHO-GLYCERATE OF LIME  
It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and all nervous diseases in adults and children.  
IN CAPSULES IN WINE, AND IN SYRUP.



HALF A CENTURY REPUTATION  
DR. LECLERC'S  
LIVER & KIDNEY PILLS  
Available for diseases of these important organs Gravel, Pains in the Back, Gout, Rheumatism, &c. Price 5s., leading Chemists, or post free. DR. LECLERC, 10, Rue de la Harpe, Paris, 12, France.  
LONDON: 10, Abchurch Lane, E.C. 4. BIRMINGHAM: 10, Victoria Street. NEWCASTLE: 10, Eldon Street. SYDNEY: 10, Market Street. AUCKLAND: 10, Victoria Street. DUNEDIN: 10, Victoria Street. WELLINGTON: 10, Victoria Street. CHRISTCHURCH: 10, Victoria Street. HAMILTON: 10, Victoria Street. TAIPEI: 10, Victoria Street. MANILA: 10, Victoria Street. CEBU: 10, Victoria Street. SINGAPORE: 10, Victoria Street. BANGKOK: 10, Victoria Street. PHILIPPINES: 10, Victoria Street. HONGKONG: 10, Victoria Street.



# DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.  
Regular Sailings to  
**NEW YORK**  
via Panama Canal.

SS. "MUNCASTER CASTLE"  
Sailing on or about March 23rd.

## LLOYD TRIESTINO

SHANGHAI & JAPAN

SS. "PILSNA"  
Sailing on or about February 28th.

BRINDISI VENICE & TRIESTE  
S.S. "PERSIA"

Sailing on or about March 3rd.

S.S. "PILSNA"

Sailing on or about March 28th.

**NANYO YUSEN KAISHA, Ltd.**  
(SOUTH SEA MAIL S.S. CO.)

Regular Services between

**JAPAN, HONGKONG & JAVA.**

For JAVA.

For JAPAN.

SS. "KIOJUN MARU"

Sailing on or about March 21st.

**OCEAN TRANSPORT Co., Ltd.**

(TAIYO KAIUN KAISHA).

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

"AKING" Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CALCUTTA

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES

Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**  
Agents.

**KONINKLIJKE PAKETVAART  
MAATSCHAPPIJ.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

**"VAN WAERWYCK"**

will be despatched on March 8th.

TO SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

**JAVA-CHINA-JAPAN-LYN,**

Telephone No. 1574.

Agents.

**PACIFIC MAIL S.S. CO.**

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR" "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

SS. "VENEZUELA" ... Saturday, Feb. 28th.

SS. "ECUADOR" ... Wednesday, Mar. 24th.

ALSO

SS. "WEST SELENE" ... Thursday, Feb. 25th.

**HONGKONG-CALCUTTA SERVICE.**

SS. "CADDOPPEAK" ... Saturday, February 28th, for Madras via Singapore.

SS. "LAKE GILPEN" ... Wednesday, March 3rd, for Madras via Saigon, Singapore.

SS. "LAKE GITANO" ... Saturday, March 6th, for Madras via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

For SHANGHAI

SS. "LAKE FIELDING" ... Thursday, Feb. 26th.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Mexico, Central and South American ports.

For further information apply to—

**PACIFIC MAIL S.S. CO.**  
Hotel Managers,  
Cable Address "BOLANO."

Telephone 141.

## OUR FRONTIER WARS. DIFFICULT POSITION ON THE AFGHAN BORDER.

Major-General Sir F. Maurice, in a very informative article printed in the *Daily News*, describes the difficult and dangerous situation which exists on the North West Frontier of India. He writes as follows:—

The news of two reverses, one on the North West Frontier of India, the other in the Southern Sudan, is an unpleasant reminder of the extent of our responsibility. The doors of our Temple of Janus are rarely closed and, as I have pointed out more than once recently, the will of our regular Army in the future will for a long time to come, be regulated by the Imperial policy than by the state of Europe, or by the Covenant of the League of Nations.

Our policy on the North-West Frontier of India has been the subject of controversy for more than a generation. This section of the Himalayas is inhabited by tribes who live in an intensified form of the condition which prevailed during the Middle Ages. During a great part of the year every man's hand is against every man, the law of the land is the law of a tooth and blood feud are so common that the race is to him with the keenest eye, the surest foot, and the best rifle.

**TIRAH CAMPAIGN INCIDENT.**

Man-stalking has become as much an art as has deer-stalking in Scotland, and like the latter is subject to a strict code of rules. There is a close time for shooting at seed time and harvest and during the periods of migration between the uplands and the lower valleys. Many of the tribesmen enlist in our native Army and make admirable soldiers, but having served their time they go back to the hills and pick up the threads of their old life just where they had dropped them.

I remember during the Tirah campaign of 1897, when we were attacking the Samsagha Pass, an Afridi stood up on the top of a sangan, or stone breastwork which one of our mountain batteries was shelling, and signalled with the black tribal flag which he was carrying, the prearranged signal for the tribesmen to come to the front. "Short," "Over," "Right," "Left."

On another occasion a single tribesman had one evening settled himself down with his rifle, pipe, and a packet of ammunition on top of an almost inaccessible crag, and proceeded in the intervals of smoking and chanting curses and defiance to shoot into our bivouacs. As his attentions became unpleasant it was proposed to send a small party out to chase him away, and a Pathan native officer, hearing of the suggestion, volunteered to go out with two men. He returned in a remarkably short time with the man's rifle and knife, and when asked how it was he had been so quick he answered, "Ah! Sahib, I knew his ways. He was my brother."

**A DIFFICULT PROBLEM.**

There have been those who have advocated that we should advance our administrative frontier to the borders of Afghanistan, and bring these tribesmen definitely under our rule, but to do this, and so put us to the necessity for continually sending expeditions into the mountains.

This would not only be a very costly and difficult task, but it would leave us, when it was accomplished, very much where we started. It would entail the construction of numerous roads, through the Himalayas, connected with our railways. We should not only have to protect the labourers while at work, but to construct chains of forts, such as we have in the Khyber Pass, to enable us to keep the roads in repair.

Our task completed, we should be in direct touch with the wild tribesmen of the Southern Afghan border, who would treat our frontier very much as the Afridis and Waziris treat it now. These tribesmen pay attention to orders from Kabul only when it suits them, but if they get into trouble with us they would certainly appeal to the Ameer, who could only disregard their call at the risk of his life.

The objection to the so-called "forward policy" is that no one can foresee whether it would lead us or where it would end. Having decided, and rightly decided, upon the backward policy of leaving these unruly neighbours of ours practically independent, we must accept the consequences. We have to protect those who do wish to live a life of law and order, and therefore to exact pains and penalties when the tribesmen break loose.

This is what is now taking place. The whole frontier has for some time past been in a state of unrest, due partly to the assassination of the late Ameer and the disturbed conditions of Afghanistan, partly also to the delay in settling with Turkey, and to the uncertainty in which the Mahomedan world finds itself as to the future of the Caliphate. The seeds of unrest have been sown, and we must, I fear, expect that they will bear fruit.

**NEED OF TRAINED MEN.**

The reverse is indicated on our troops is clearly due to the fact that we have had to create a regular Army since the armistice. It was possible during the war to systematic training in trench warfare so that in three or four months a man was able to take his place in the ranks at the front. But it is not possible to give a man quickly the muscles and wind to enable him to cope with active mountaineers in their own country, or to teach him mountain craft, without which he makes mistakes which leave him an easy victim to the tribesmen of the frontiers.

We read on successive days of heavy losses in a skirmish in the Himalayas and of a check to a punitive column marching in hollow square through grass seven feet high on the Upper Nile. It is hardly possible to imagine anything more different than the tactics of warfare on the Western front, in mountains, or in dense bush and tropical grass. If the new tasks which confront our army are not as terrible as were the old, they call for great diversity of experience and skill. It will take us time to acquire both.

The most disappointing feature in the messages from the Indian frontier is the news that our aeroplanes have not succeeded in bringing the tribesmen to reason. Our first experiments in the use of airmen as frontier police led us to hope that they would make these trying and

(Continued at foot of next column.)

## FOR SALE

Fine Collection of  
**12,500**

POSTAGE STAMPS

all different.

Guaranteed Genuine

and all

Nice clean copies

for

**\$750 net**

**GRACA & CO.**

Dealers in Philatelic Goods, Garden

Seeds, Toys, etc.

No. 10, WYNDHAM STREET,

HONGKONG.

PO. 830

**THE PENINSULAR AND  
ORIENTAL STEAM  
NAVIGATION CO.**

STEAMERS FOR STRAITS, CEYLON,  
BOMBAY, EGYPT, MEDITERRANEAN  
PORTS & LONDON.

Through Bills of Lading issued for  
Bavarian, American, Continental,  
and South African Ports.

**THE Homeward Mail Steamer  
"KASHMIR"**

carrying His Majesty's Mail, will be  
despatched from this port about March  
28th, 1920, taking cargo for the above ports.

Passenger accommodation in the connecting  
passenger accommodation in the connecting  
vessel, if available, secured before departure  
from Hongkong.

Bill and Valuable Cargo for Italy, France  
and London (under arrangement) will be  
conveyed by this steamer proceeding to the  
connecting steamer for Marseilles and  
London.

Parcels will be received at the Office until  
12 Noon the day before sailing. The contents  
and value of all packages are required.

For further particulars, sailing dates, etc.,  
Apply to—  
**MACKINNON, MACKENZIE & Co.,**  
Agents,  
P. & O. S. N. Co.

Post Box 112,  
22 Des Voeux Road Central.

**THE LATEST SILENT  
& SURE.**



**C. E. WARREN & Co., Ltd.**

20 & 22, Des Voeux Road, Central.  
ESTABLISHED 1900.



**Your Baby's  
Early Days**

Baby's natural food is mother's milk:  
if he cannot get this you must give  
him food which is practically identical  
with mother's milk. Only so can you  
keep Baby well and happy.

The "Allensbury's" Foods provide  
exactly what Baby needs to make him  
strong and healthy during the first  
critical months.

**The Allensbury's  
Foods**

Makes Baby Happy and Strong.

MILK FOOD No. 1. From birth to 6 months.  
MILK FOOD No. 2. From 6 months to 1 year.  
MILK FOOD No. 3. From 1 year to 2 years.

Obtainable of all Chemists.

**ALLEN & SHANBURY Ltd., London.**

Trade Mark

120

costly little expeditions either unnecessary or at least far less numerous. But the Mahomeds at least appear to have got over their dread of aircraft, and to be proving their obstinate customers as any of their forefathers whom we had to tackle with

less scientific weapons.

## INDO-CHINA

**STEAM NAVIGATION COMPANY, LIMITED.**

SAILING SUBJECT TO ALTERATION

MOJI & KOBE ... "KUMSANG" Thurs. 26th Feb. 3 p.m.  
YOKOHAMA, via WEIHAIWEI ... "CHIENSHING" Fri. 27th Feb. Noon.  
YOKOHAMA ... "YUENSHING" Fri. 27th Feb. 3 p.m.  
YOKOHAMA ... "CHANSANG" Fri. 27th Feb. 3 p.m.  
YOKOHAMA ... "HINSANG" Sat. 28th Feb. Noon.  
YOKOHAMA ... "LAISANG" Tues. 2nd Mar. 3 p.m.  
YOKOHAMA ... "KWONGSANG" Fri. 6th Mar. 11 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Rangoon and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE—Sailing approximately every five days between Canton and Shanghai, returning from Canton via Hongkong. Through tickets can be obtained, and through Bills of Lading are issued to all Northern and Yangtze River ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailing approximately weekly for Haiphong and Canton, calling at Hongkong when convenient.

BORNEO LINE—One sailing per week between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Changhai.

## CALCUTTA LINE.

**S.S. "CHAKSANG"**

will be despatched on or about February 27th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAGERS

Telephone No. 215.

## GLEN AND SHIRE

Joint Service of Steamers

**U.K.-STRAITS, CHINA & JAPAN SERVICE.**

OUTWARDS.

Due Hongkong

Vessel ...

HOMEWARDS.

Discharges

Vessel ...

"GLENVAY" ... 28th February ... GENOA

"GLENARIFFE" ... Beginning of March ... GENOA, ANTWERP & ROTTERDAM.

"PEMBROKESHIRE" ... Middle of March ... GENOA, MARSEILLES & LONDON.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 22.

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122

122







**AMERICAN & ORIENTAL LINE**

For BOSTON &amp; NEW YORK.

S.S. "LUCERIC" via Suez March 25th.

Subject to change without notice.

**ORIENTAL AFRICAN LINE  
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

**THE BANK LINE LTD.,**  
Managing Agents.**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON &amp; ROTTERDAM "SWAZI" ... 15th March.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to BANK &amp; CO., Canton.

**THE BANK LINE LTD.,**  
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION**

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 26th Feb. Noon.
SWATOW & SINGAPORE	"CHINESE"	On 27th Feb. 8 A.M.
SWATOW & HAIPHONG	"KAIPOH"	On 27th Feb. 8 A.M.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 29th Feb. Dlight.
MANILA, Cebu & ILOILO	"TAMING"	On 2nd Mar. 3 P.M.
AMOI, SHANGHAI & PUOW	"CHINKIANG"	On 2nd Mar. 4 P.M.
SHANGHAI	"SINKIANG"	On 4th Mar. Noon.

Excellent Saloon accommodation Amidships. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE,**  
Agents.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOI AND FOOCHOW**

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	27th Feb. at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	29th Feb. at 10 A.M.
"HAICHONG"	Capt. W. C. Passmore	1st Mar. at 1 P.M.

\* Swatow &amp; Amoi only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

**DOUGLAS LAPRAIK & CO.,**  
General Manager.**NEW YORK DIRECT.**

Joint Service of the

**"BLUE FUNNEL" LINE**

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

**Sailings from Hongkong.**

"ANTIOCHUS"	... via Suez ...	1st Mar.
"CHARLTON HALL"	... via Panama ...	20th Mar.
"JASON"	... via Suez ...	10th April.

\* calls Cuba.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.  
HONGKONG and CANTON BEIRS & CO., CANTON.**P. & O. - BRITISH INDIA,  
AFRICAN AND EASTERN &  
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND &amp; QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &amp;c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"TOLA"	5,200	1st Mar.	Colomb. and Bombay.
"KASHMIR"	5,000	8th Mar.	Marseilles & London via Cbo.
"DUNERA"	5,400	14th Mar.	Spain, Colombo, Bombay.
"BANCA"	6,000	20th Mar.	Marseilles & London direct.

**BRITISH INDIA-APCAR SAILINGS (South)**

"MUTTRA"	4,800	27th Feb. 1 P.M.	Straits, Rangoon & Calcutta.
----------	-------	------------------	------------------------------

**EASTERN & AUSTRALIAN SAILINGS (South)**

"EASTERN"	4,000	27th Feb. Noon.	Sandakan, Thursday Island, Queensland, Port and Sydney, Melbourne.
-----------	-------	-----------------	--

**SAILINGS TO SHANGHAI & JAPAN**

"BANCA"	5,400	24th Feb. Dlight.	Moji, Kobe & Yokohama.
"DUNERA"	5,400	2nd Mar.	Shanghai
"KEIVA"	9,000	9th Mar.	Shanghai, Moji & Kobe.

\* Cargo only.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Tickets interchangeable. 1st Saloon Passengers may travel by B.L.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

† Passengers tranship at Colombo to "Mantra."

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DONOHUE, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to **MACKINNON, MACKENZIE & CO.,** Agents.

22, Des Voeux Road, Central, HONGKONG.

**TRANS-PACIFIC FREIGHT SERVICE.**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS"	... About ...	Feb. 27th.
"WHEATLAND"	... About ...	Mar. 4th.
"KLETON"	... About ...	Mar. 18th.
"ENDICOTT"	... About ...	Mar. 23rd.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"	... About ...	Feb. 25th.
"ABERCOR"	... About ...	Mar. 10th.

\* Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

**THE ADMIRAL LINE.**

Telephones 2477 &amp; 2478.

Fifth Floor, HONG KONG.

**CHINA MAIL S.S. CO., LTD.**

FREIGHT AND PASSENGERS

**"NANKING" "CHINA" "NILE"**

15,000 tons.

10,000 tons.

11,000 tons.

SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**

via SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

Mar. 23rd.

Mar. 4th.

[An unsurpassed high-class passenger service.]

Prince's Buildings.

O. H. BITTER, Freight and Passenger Agent  
Ice House Street. Tel. 1343.**TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.**

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	Mar. 11th.
SHINYO MARU	22,000	April 1st.
SIBERIA MARU	20,000	April 1st. (from Yokohama)
PERSIA MARU	9,000	April 19th.

\* Omits Shanghai

**SOUTH AMERICAN LINE.**

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA

AND IQUIQUE

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 13th.
SEIYO MARU	14,000	May 11th.
KIYO MARU	17,500	July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

**FREIGHT SERVICE.**

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer	Leave Hongkong
KOYO MARU	Last half of February.
CHOYO MARU	April, or May.

For all information as to rates, freight space, sailings, etc., apply to—  
T. DAIGO, Manager  
King's Building.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KORE & YOKOHAMA	"PAUL LECAT" 20,000	On or about 29th Feb.
	"ANDRE LEBON" 22,000	On or about 15th Mar.
	"ARMAND BEHC" 10,000	On or about 6th Apr.
	"CORDILLERE" 10,000	On or about 28th Apr.

SHANGHAI (Only)	"AMAZONE" 10,000	On or about 10th Mar.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID	"PAUL LECAT" 20,000	On or about 20th Mar.
	calling at Haiphong.	

Cargo boats for EUROPE to call at MARSEILLE, and if sufficient inducement offers, GENOA, HAVRE, DUNKIRK, ANTWERP, ROTTERDAM.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,  
Acting Agent,  
Queen's Building.

Telephone 740.

**O. S. K.****OSAKA SHOSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON &amp; ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU"	... Middle of March.
"CELEBES MARU"	... Middle of April.

\* Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading shipment at Bombay to Company's steamers.

BUENOS AIRES, RIO DE JANEIRO SANTOS.

MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CANADA MARU" ... Wednesday, 3rd March.

"TACOMA MARU" ... End of April.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Sunday, 7th March.

"GANGES MARU" ... Middle of April.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"SHISEN MARU" ... Thursday, 4th March.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"SHISEN MARU" ... Thursday, 4th March.

"MADRAS MARU" ... Tuesday, 6th March.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"AFRICA MARU" ... Wednesday, 3rd March.

"ARABIA MARU" ... Tuesday, 6th April.

JAPAN PORTS—Moj, Kobe Yokohama, Yokohama.

KEELUNG via SWATOW, AMOI—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Monday, 1st March.

For TAKAO via SWATOW and AMOI.

"BOSEHU MARU" ... Thursday, 26th February.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
---------	------------------------------	----------------------------

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents.



